

O.K. SAUCE



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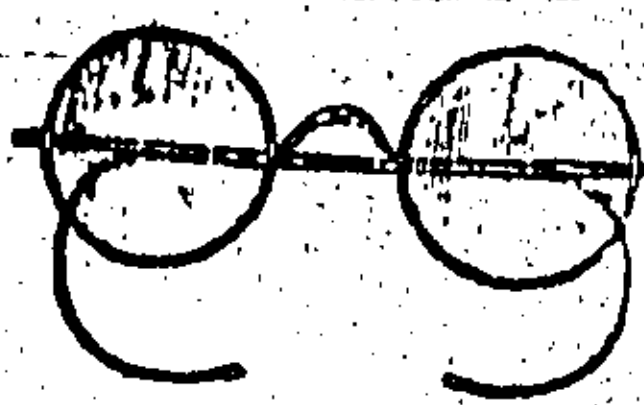
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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 26th, 1930, until further Notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.
Kowloon Dep.	6.35	8.05	9.35	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05
Yau Ma Tei Dep.	6.44	8.14	9.44	10.14	11.14	12.14	1.14	2.14	3.14	4.14	5.14
Shatin Dep.	6.58	8.28	9.58	10.28	11.28	12.28	1.28	2.28	3.28	4.28	5.28
Tai Po Dep.	7.10	8.40	10.10	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40
Tai Po Market Dep.	7.15	8.45	10.15	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45
Fanning Dep.	7.25	8.55	10.25	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55
Shau Kei Dep.	7.30	9.00	10.30	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
Shau Kei Arr.	7.38	9.08	10.38	11.08	12.08	1.08	2.08	3.08	4.08	5.08	6.08
Canton Arr.	12.34	1.04	2.34	3.04	4.34	5.04	6.34	7.04	8.34	9.04	10.34

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton Dep.	—	—	—	—	—	—	—	—	—	—	—
Shau Kei Dep.	7.15	8.45	10.15	11.45	12.15	1.45	2.15	3.45	4.15	5.45	6.15
Shatin Dep.	7.25	8.55	10.25	11.55	12.25	1.55	2.25	3.55	4.25	5.55	6.25
Fanning Dep.	7.35	9.05	10.35	12.05	1.35	2.05	3.35	4.05	5.35	6.05	7.35
Tai Po Market Dep.	7.40	9.10	10.40	12.10	1.40	2.10	3.40	4.10	5.40	6.10	7.40
Tai Po Dep.	7.45	9.15	10.45	12.15	1.45	2.15	3.45	4.15	5.45	6.15	7.45
Shatin Dep.	7.55	9.25	10.55	12.25	1.55	2.25	3.55	4.25	5.55	6.25	7.55
Yau Ma Tei Dep.	8.05	9.35	11.05	12.35	2.05	2.35	4.05	4.35	5.05	5.35	6.05
Kowloon Arr.	8.15	9.45	11.15	12.45	2.15	2.45	4.15	4.45	5.15	5.45	6.15

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EXCURSION TO MACAO:—
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DIARY OF LOCAL EVENTS.

To-day.
(March 4.)

Exchange Banks and Hong Kong Stock Exchange Close, noon.
Racing:—Annual Race Meeting, Happy Valley.
Dancing Display by the Pupils of Miss Violet Capell, Theatre Royal, 5.30 p.m.
Queen's Theatre: "Let Us be Gay."
World Theatre: "Protection."
Star Theatre: "If Winter Comes."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and H.K. Hotels, 8.30 p.m.
European Mail:—Outward: Europe via San Francisco and via Siberia (Chichibu Maru), 8.30 a.m.; Europe via Vancouver and via Siberia (Emp. of Canada), 10 a.m.

Thursday.
(March 5.)

H.K. Canton and Macao Steamboat Co., Ltd., 11th ordinary yearly meeting of shareholders, 1, Queen's Building, 11 a.m.
Concert of Instrumental Music, Helena May Institute, 6.30 p.m.
Hong Kong Boxing Association City Hall, 8.15 p.m.
Queen's Theatre: "Let Us be Gay."
World Theatre: "Scarlet Maid" (Chinese picture).
Star Theatre: "Soft Living."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and Hong Kong Hotels, 8.30 p.m.

Friday.
(March 6.)

French Admiral (Hera) arrives on "Waldock Ross" on visit to the Colony.
Property Auction: (12-14, Queen's Road Central) Auction Auction Rooms, 3 p.m.
Dancing Display by Miss Violet Capell's pupils, Theatre Royal, 5.30 p.m.
Queen's Theatre: "Let Us be Gay."
World Theatre: "Scarlet Maid" (Chinese picture).
Star Theatre: "Soft Living."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and H.K. Hotels, 8.30 p.m.

Saturday.
(March 7.)

Annual Meeting, Bank of Canton, 12.
Racing:—Annual Race Meeting (Happy Valley).
Hockey:—Clerk Clark Cup: Kowloon Ladies v. Recreation, St. Andrew's, v. Diocesan Girls' School, Cricket:—Division I: Indian R.C. v. Navy (F.), Kowloon C.C. v. Civil Service (F.), Division II: Civil Service C.C. v. R.A.S.C. (L.), Recreation v. Royal Engineers (L.), Hong Kong C.C. v. Police (F.), University v. Indian R.C. (F.).
Football:—Senior Shield: Club v. Kowloon, St. Joseph's v. Borderers, R. Artillery v. Recreation, South China v. Navy, Junior Shield: Club v. Borderers, South China v. Navy, St. Joseph's v. Eastern, Ewo v. Kowloon.
Queen's Theatre: "Let Us be Gay."
World Theatre: "Scarlet Maid" (Chinese film).

DEMOCRACY ON THE DECLINE.

FASCISM AND COMMUNISM IN EUROPE.

THE MENACE OF INDUSTRIALISED RUSSIA.

England was the first country to develop Parliamentary institutions. A few months' travelling on the Continent makes one wonder whether it may not be the last to maintain them. The dictatorships in Italy and Russia have been imitated with varying success in all the major countries except France. And in France even before it succumbed to the depression advancing over the Atlantic, doubts were freely expressed about the infallibility of the democratic watchwords which had proved so adequate a narcotic for the people since the storming of the Bastille.

The Fascist.
Rightly or wrongly, the more virile and successful elements of the population feel that if the State accepts responsibility for the welfare of the individual, they, the élite of the population who bear the load, should dominate the State. Few people, especially few young people, are content to doubt that they form part of the élite, and this standpoint, which made so much for the success of the Fascist in Italy, is likely to increase the numbers of the Nationalist Socialist Party in Germany. This party, which makes its appeal, chiefly to the younger generation, has many of the characteristics which have originated great movements in the history of mankind, some of the fanatics of the followers of Mohammed, some of the self-conscious righteousness which has enabled the members of the Communist Party to dominate Russia.

Treaty Revision.
The danger of the rule of such a party in Germany is rendered more acute than in other countries by the obsession of the population with the Treaty of Versailles. Like the rest of the world, and for much the same cause, Germany is suffering from the universal depression. Unlike the rest of the world, Germany has an immediate and obvious cause to which it can point to account for its suffering. When our Government is challenged for its incapacity in dealing with unemployment, it can only refer vaguely to the world-wide slump. In Germany it has simply to point to the Reparation payments. Where we grope after a solution for the difficulties of our industries the Germans blame the scrap of paper which they signed in 1920. Their queues of unemployed are victims of the French *revanche*, their poor witnesses to the breaking of the Alliance. With these views so widely diffused, it is obvious that a party which frankly promises to tear up the Treaty of Versailles is sure of a large following.

The Five-Year Plan.
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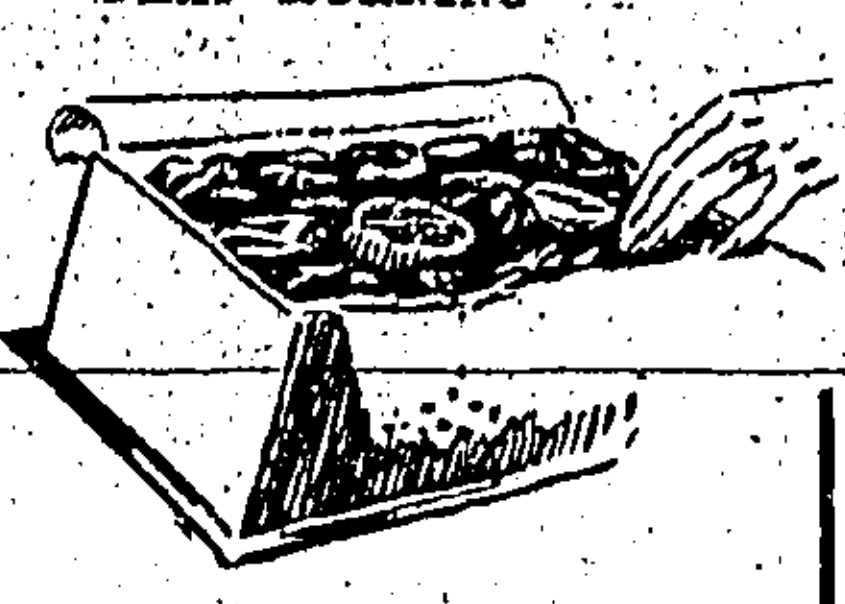
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- 1.—Celery Orzo Soup
- 2.—Fried Fish, Chip Potatoes
- 3.—Cauliflower au Gratin
- 4.—Pan Koi Kai Fan
- 5.—Roast Leg of Lamb, Mint Sauce
- 6.—Cold Corned Beef, Potato Salad
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Green Peas
- 10.—Jam Tart
- 11.—Fruit
- 12.—Coffee

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TOURING TOPICS.

ODDS AND ENDS ABOUT PEOPLE, PLACES AND SCENERY.

A daily newspaper recently devoted a short leading article to the subject of laying up one's car for the winter. It gave some useful advice, but the gist of the matter was that the practice is now very common.

I wonder if it is half so usual as the writer seems to think. After all, because winter comes round it does not absolve anyone from keeping business and social engagements up and down the country. If I have to go to Coventry from London at stated intervals, I do not escape my obligations because it happens to be December instead of June.

To-day, very, very few cars are used purely for pleasure transport. What they do is to transform many a purely business trip into at least a fifty per cent. pleasure one. The car helps to make our working life a pleasure instead of a drudgery, and that is all to the good because the more pleasure we find in the work that we have to do the better and more thoroughly will that work be done.

It is the fashion to describe an English winter as all fog, rain, cold, sleet and snow. It is no more true than to say that a Riviera winter is all bright skies and warm sunshine. Anyone who cares to keep a diary knows perfectly well that Charles II.'s diatribe that England experienced more days when it is possible to be out of doors in comfort than any other land he knew of is still true.

Best Way to the Midlands.

Recently we have had some wet weather and fogs. But we have had some exquisite days as well. A week or two back I had to visit the Midlands, and my run down on one day and back the next was just about as jolly a trip as I have had for months. The roads were dry, the sky, unclouded with fleecy, wool-like clouds, was blue over vast expanses, and the trees still carried a wonderful amount of foliage. It was quite pleasant to see the sliding roof open. The car ran magnificently.

It is a mystery to me why so many people journeying between London and the Midlands take the Holy Land road. Not only is that over-worked thoroughfare so infested with lorries that progress is even

a fast car is slow, but there are hold-ups galore where road widening is taking place.

By far the pleasantest, prettiest and quickest route is to take the Watford by-pass, which slips along behind Hendon and Mill Hill, leaves busy and growing Watford on the left, and joins up with the old Watford-Berkhamsted road about a mile north of Watford.

Thereafter it is rather narrow and winding till Berkhamsted and Tring are left behind, but mid-week traffic on this section is very light, and the scenery is delightful. Once free of Tring, which boasts a modern inn with one of the best designed and most pleasing front elevations I know of anywhere, the road resolves itself into a speedway flanked with some of the fairest views in the Home Counties. Away to the right, on the slopes of the Chiltern rise, Ivinghoe, down the sides of which the new sport of gliding has made such progress of late, and nearby lies Whipsnade, where the Zoological Society is working wonders with the new open and natural type of country zoo.

By next summer I believe that Whipsnade will rival Hindhead as a week-end objective for London motorists who do not wish to go far afield.

Good Roads and Little On Them.

Then I howled into Aylesbury, that elegant, antique, unspoiled town, where such pleasant things as ducks and milk and butter are produced, and where quite a deal of high-grade printing is carried on. John Hampden must have looked on very much the same scene in his day as his statue confronts at this hour.

After Aylesbury you pass through Bicester and Banbury. When I went that way the other day I found the roads deserted and in unenviable condition, with the result that, except for a slight stop beyond Bicester to thread my way through a nest of the local hounds, I had no reason to use the brakes, and hardly any to close the throttle, save in villages and towns, till I drew into Leamington exactly two and a half hours after leaving my home in N.W. London. I made it 12 miles.

And this in winter, a time in which we are sometimes told it is good to lay up our cars!

The road between Leamington and Coventry, whether via Kenilworth or Stoneleigh, is still one of the prettiest in England. No other part of my find seems to me so essentially English as the acres round Stoneleigh Park. It is difficult to think that one is within a mile or two of a big manufacturing town—for Coventry is becoming a big town. It looks in parts, notably in strange and one-time rather dirty Well Street, to have been subjected to a Big Bertha bombardment. They tell me Well Street will rise like a phoenix and will take the form of a fine boulevard with splendid shops. Very fancy, no doubt, but somehow I fancy the old Well Street will always seem most homely to many of us who remember it.

Parking your car is a bit of a problem in Coventry, but I found a place at last a good deal nearer to the centre of the city than Pool Meadow—the official spot on which I was advised to put my car. I was passing down Victoria Road when, on my left, in Garfield Road, I spied a lot of cars with front wheels across the kerb and radiators nestling close against the Rover factory walls.

They were not all Rover cars, so I enquired of a passer-by if it was a parking place. "No," said he, "it is reserved for cars of people who have business with the Rover." In Coventry all firms are alluded to by their one name. For instance, a policeman will direct you to the Riley, or the Standard, or the Rover, or tell you to leave the Daimler on your left, just as a City policeman will talk of the Bank.

A Misdemeanour.

So, thought I, why shouldn't I have business with the Rover? There was a nice gap in the rank, just

designed to take the four-foot-eight track of my car. And there it stayed placidly till I called for it in the evening, and I hope my friends at the Rover will forgive me if I used valuable space free of charge.

In Coventry's centre—Broadgate—the renovators and improvers have been busy with a vengeance. Gone are the queer old buildings abutting on one-time quaint, narrow High Street, and in their place is a huge red brick and white-stone block and offices, which appears to be struggling to decide whether it most resembles a Roman temple in a new medium or a very modern super cinema.

While I gazed in awe there I was chanced by an old friend, a business man whose family have been associated with Coventry for generations.

"I don't know what to make of it," he murmured; "it's a fine-looking bank and must have cost a lot to build, but the trouble is that no one's got any money to put into it to-day."

He sighed, and opined that times were not what they were. Of course, like *Punch*, they never were. Yet everyone looks prosperous, and most of the factories seem to be turning out a good deal of stuff, and you see the big motor vans of the great accessory firms dashing about delivering goods to various works. And more cafés open, and the streets look brighter and the shops more prosperous than when I knew them well, now many years ago.

When evening falls, and all the electric lights come on, right up in the sky, towering about Gosford Street, above every other building, glazes in thousands of lights the word "Morris." Below the lights, in floor below floor, till you come to the road level, engines and other parts for Morris cars are pouring in a ceaseless flow to the waiting lorries which bear them off to Oxford.

Stimulating Sights.

I like these sky-signs over industry. They have a heartening and stimulating effect on the mind, and must favourably impress the stranger in the land. Even if times are not what they were, this blaze of light is good business. I would like to see Coventry, and other manufacturing towns, do more in this line. The Americans know what they were about when they made New York scrape the sky and lit it all up at night. It is good advertisement, and I like to see that Gosford Street beacon. It took my mind back to the Champs Elysées at night, when the Eiffel Tower tells the world the name of the Citroën.

I came back to Town through Weddon, turned left to Northampton, and thence through Newport Pagnell, where Salmon make one of the best of the all-open-all-closed bodies, and joined the Holyhead road at Hockliffe Corner.

I took my place, perforce, in a queue of lorries, from which I scarcely emerged till I had passed St. Albans and reached the Burnet by-pass at Bignell's Corner.

Then I found a spot of fog. But, despite that and the lorries, I am sure that he who lays up his car in winter—well, he ought to see a doctor.

NOTES FROM EVERYWHERE.

A CAR FOR YOUR HOME LEAVE.

There is no doubt that when planning a trip to England one of the most necessary details to take into consideration is the question of having a motor-car at one's disposal in order to be able to tour through the incomparable scenery that abounds throughout the British Isles.

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In order to facilitate matters Messrs. Leave Cars, Limited, have appointed Messrs. James A. Backhouse, Ltd., as their sole representatives for this district and full details can be obtained from the latter and complete arrangements made as above mentioned. Many people who travelled to Europe last year employed the services of

this firm and are highly satisfied with the service given them.

TORQUE REACTION.

I had had what American novelists politely render as a "helluva" day. It started with my having to spend most of my accumulated reserves of energy in hand-branking a cold and sticky engine, having parted with the starting motor the night before to one of those Voro-noffs of the automobile world, who put a new heart into an old engine by overhauling magnetos and their

like. All through the day I seemed to encounter two stops where before one had sufficed; and after each I had to restart by hand.

Towards night I began to have a little too much of a good thing. Some fiend induced a speck of grit to get under the float chamber needle and produce violent flooding, which was not discovered until prolonged "organ-grinding" failed to start the engine. After this had been ejected, followed more swinging with the carburettor empty to remove the over-rich gas which had upset the cylinder's digestion.

By this time I had only just sufficient strength left to crawl back into the driving seat, my right palm blistered and my left wrist aching from the incessant arsis of the wing lamp, which acts as an anchorage against my torque on these occasions. I was determined not to stop the engine again until the car was safely garaged.

It was some hours later when I found myself once more cranking a persistent non-starter. The handle kept slipping out of engagement and my clothes flustered me; things developed into one of those nightmare affairs. Valiantly I struggled on, determined to overcome this demon of an engine or perish in the attempt.

The end came suddenly. The brass knob I had been gripping with my left hand snapped off, and I awoke in a recumbent posture at the foot of my bedstead, into which I had been endeavouring to instil the spirit of progress.—"D.N.M." in *The Autocar*.

MOTOR NOTES.

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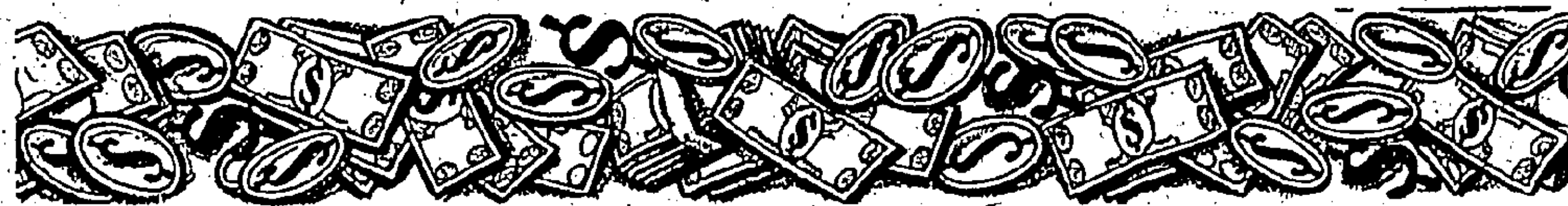
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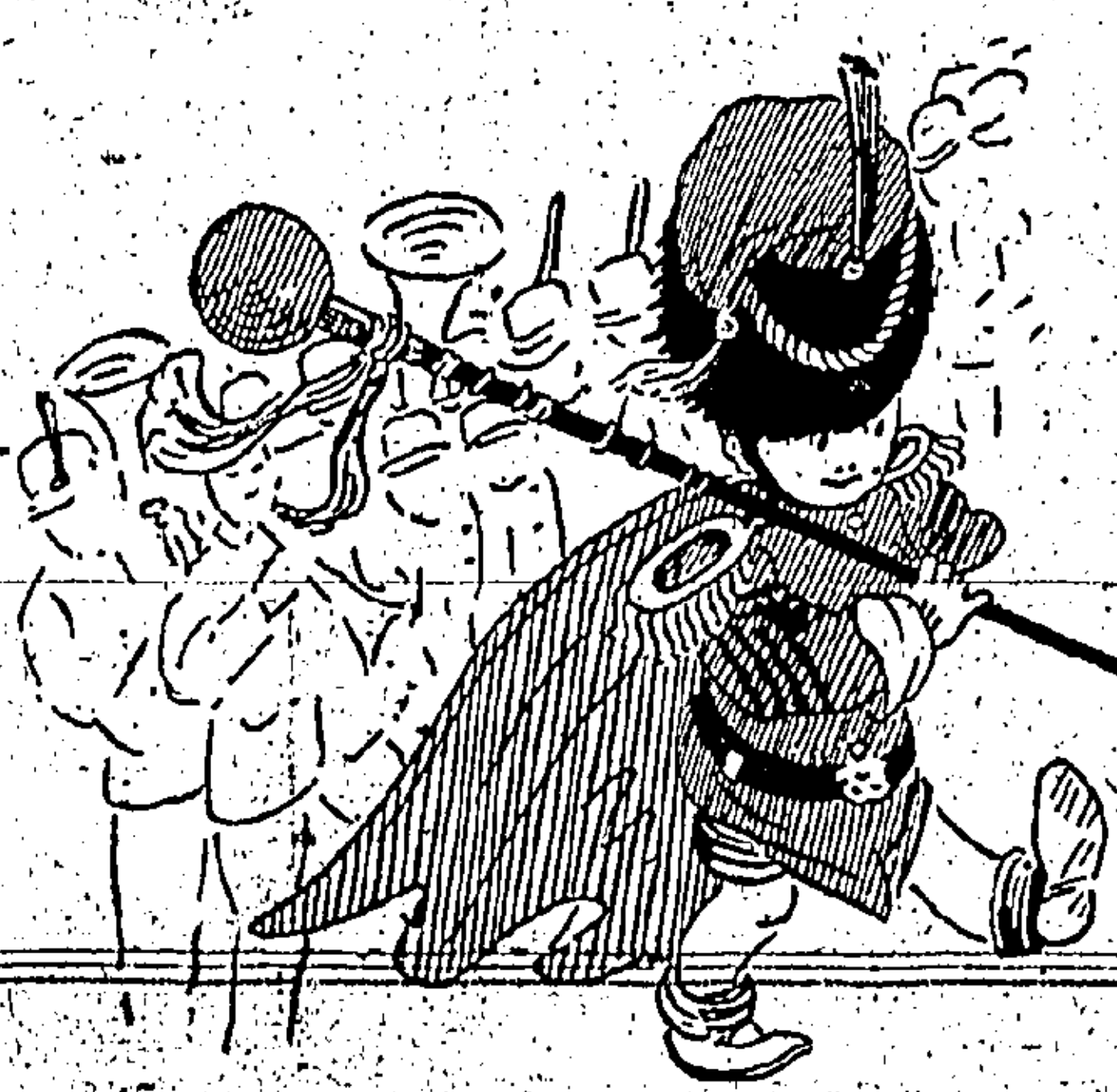
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MOTOR NOTES

A MOTOR ACCIDENT IN PARIS.

AND ITS SEQUEL IN THE COURT.

My particular offence consisted of an omission on my part to allow sufficient room for a taxi coming from the right to cross me, thereby slightly scraping its rear mudguard and causing damage which a touch of paint would have rectified.

The incident occurred in March, 1929, and my anxiety as to what would be my fate was relieved only after waiting seven months for a summons. The matter was, however, by no means forgotten, for at last I received a notice to appear at 3 p.m. on a fixed date before the "Tribunal de Simple Police" at the Mairie of a Paris Arrondissement, to answer the serious offence of infringing Articles 9 and 15 of the "Code de la Route."

Punctually to time I found myself in a large room on the second floor of the Mairie in the presence of a motley and nondescript crowd of men and women sitting on benches facing the main platform. On the platform there were several chairs with a table in the centre. Conversation, chiefly composed of heated arguments between litigants, flowed freely, and the atmosphere of the room, with its central heating and sealed windows, became oppressive.

Patience Rewarded.

There appeared to be no hurry whatsoever for the court to open, and the heat of the room, combined with the radiant warmth of my neighbour, made me doze off into a sound sleep. I was suddenly startled by a friendly dig in the ribs warning me to stand up on the entry of the magistrate and his staff. It must have taken me some time to realise exactly what was required of me, because I found myself the only person standing but was quickly brought to my senses by a rebuke and a stern command to sit down. This little incident appeared to put everyone in a good humour.

At the table on the platform sat the magistrate in his black gown

and old-fashioned head gear, having the appearance of an inverted top hat with a flat brim embroidered round its upper edge. On his right sat two clerks behind a huge pile of documents, on his left another clerk to receive and record his decisions. No names were called, each case being dealt with by number only, and when the charge was recited the accused holding that number hurriedly left his seat and bowed to the Bench. He was then asked if he understood the charge, and usually before he could reply a fine was imposed: such was the rapidity of these proceedings that frequent collisions occurred between those advancing and retiring, much to the merriment of all concerned. Protests or explanations about the case were of no avail. The magistrate, who appeared intensely bored, rattled through the charges; and, although they were disposed of at the rate of about two a minute, it was past five o'clock before mine, No. 298, was called.

Those Little "Extras."

Determined if possible to give an explanation of my case, and believing that others before me had not been quick enough, I advanced at a run to the platform, giving the most dignified bow possible in the circumstances, but the trick failed, and, before I could open my mouth, I was formally disposed of with a fine of five francs (10d.).

Notwithstanding the fact that up to this time I had wasted over five hours, I felt that I had been very reasonably treated with such a small fine, and hurried to offer the amount to the sergeant in attendance. This austere individual, however, waved me aside, and vouchsafed the information that I would be notified later in regard to it.

One is not lightly let off when transgressing the laws of France, and when, several weeks later, I received a notice to appear at a definite time and date at the Palais de Justice to pay the fine, I was politely informed that the total amount due was one hundred and fifty-five francs (£1 5s.)—the additional amount being made up with a few odd little extras to meet "les frais de Justice" (costs of judicial proceedings).

The lesson I learnt was to try to keep out of French courts by paying more attention to the laws governing the rules of the road, which are so rigidly enforced in France—Swastika II, the *The Autocar*.

STARTING HANDLES.

AND SOME EXCITING ADVENTURES.

My inspiration to-day is derived from an invoice, just to hand from a famous motor car factory:—

"To one starting handle: 7s. 6d. (Strictly net.)"

For years I have been encouraged by an enterprising industry to forget that starting handles exist. When my present car was delivered, it was to all appearances devoid of a starting handle, that excrescence being replaced by a neat silver cap on the bows of the vehicle.

Came a day when, following upon innumerable shopping starts and short-distance night-work, the battery felt a little weary; depression of the starter switch produced no more than one brief sulkily gunt.

After much research I unearthed a starting handle at the bottom of a well under the front seats. Removing the plated cap from the concealed starting claw, I managed at last to hammer a very tight handle into position, started my engine, and endeavoured to remove the handle. Not a bit of it. Time being urgent, I left it in position; and with the malicious humour inherent in all mechanism it incontinently fell off on the road. Not only that, but it fell off *silently*, so that I did not hear its falling. Hence the 7s. invoice.

The Glory That Was.

This mournful incident set me musing about the departed glories of the starting handle, which in time past was the dominating factor in motoring, and reduced archdeacon to paroxysms of language reminiscent of a canal bank. In particular I thought malvolently of one very special starting handle which adorned a car I was fool enough to buy in 1903. The crankshaft of that machine lay athwart the frame; in fact, it was mounted in large brass brackets bolted to the bedstead slats which composed the side-members of the frame. There was no stumpy starting shaft, disengaged by a pull-off spring. Such refinements had not dawned—the starting handle engaged a pin driven at right angles through the tip of the actual crankshaft. It may be said in mitigation that this engine very seldom started on the handle, and was usually put in motor by pushing the car—downhill, if practicable, with a gear engaged.

Like my last handle of 1931, that 1903 handle was a tightish fit. It felt on a day that the engine responded, and started at the first twirl of the handle. But the handle failed to disengage; and as the engine was of the high-speed type, the handle promptly became invisible except as a circular blur, resembling a miniature propeller at full speed.

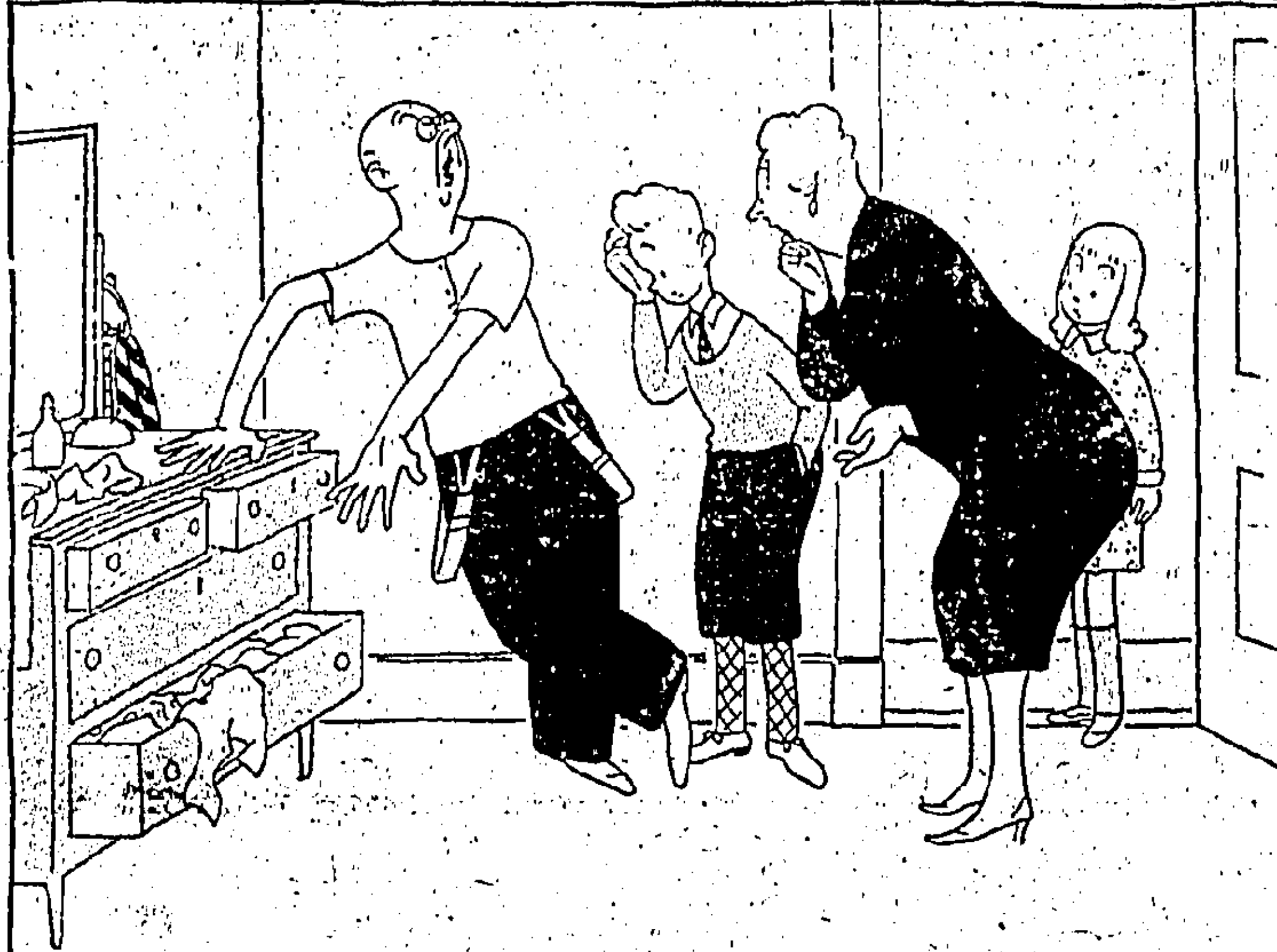
I eyed this blur respectfully for a minute or two, but finally mastered my courage, and thrust my boot into the blur. A millionth of a second later I was hopping round in circles on the other foot, whilst my subconscious mind foamed out all the oaths I had ever heard; and for weeks afterwards I walked delicately, like Agag.

Ever resourceful, on the next occasion when that engine started on the handle I blocked the blur with the seat cushion, and cashed a cheque from *The Autocar* for communicating page. Meanwhile, I had tuned up the engine till it became for those days a comparatively docile starter.

One day, after many wrastlings with a lock tyre, I switched off outside the Wheatheaf at Daventry. Beer was fier in those far-off days. Emerging in an enervated condition, I successfully restarted the engine, which then proceeded which as usual did its stuff, and continued revolving as a blur. I was, however, rather stymied by the fact that the last chocking of the handle had split my one and only seat cushion. So leaving the

THE WORLD AT ITS WORST

By CLUYAS WILLIAMS



ONE OF THE CRISES OF THE CHRISTMAS SEASON WHEN DADDY, HAVING PRUDENTLY LOCKED ALL HIS PRESENTS IN HIS SHIRT DRAWER, AND REMEMBER WHAT HE DID WITH THE KEY AND WANTS TO KNOW WHAT HE IS GOING TO DO FOR A CLEAN SHIRT

12-19

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CLUYAS WILLIAMS

ARE YOU GOING ON LEAVE?

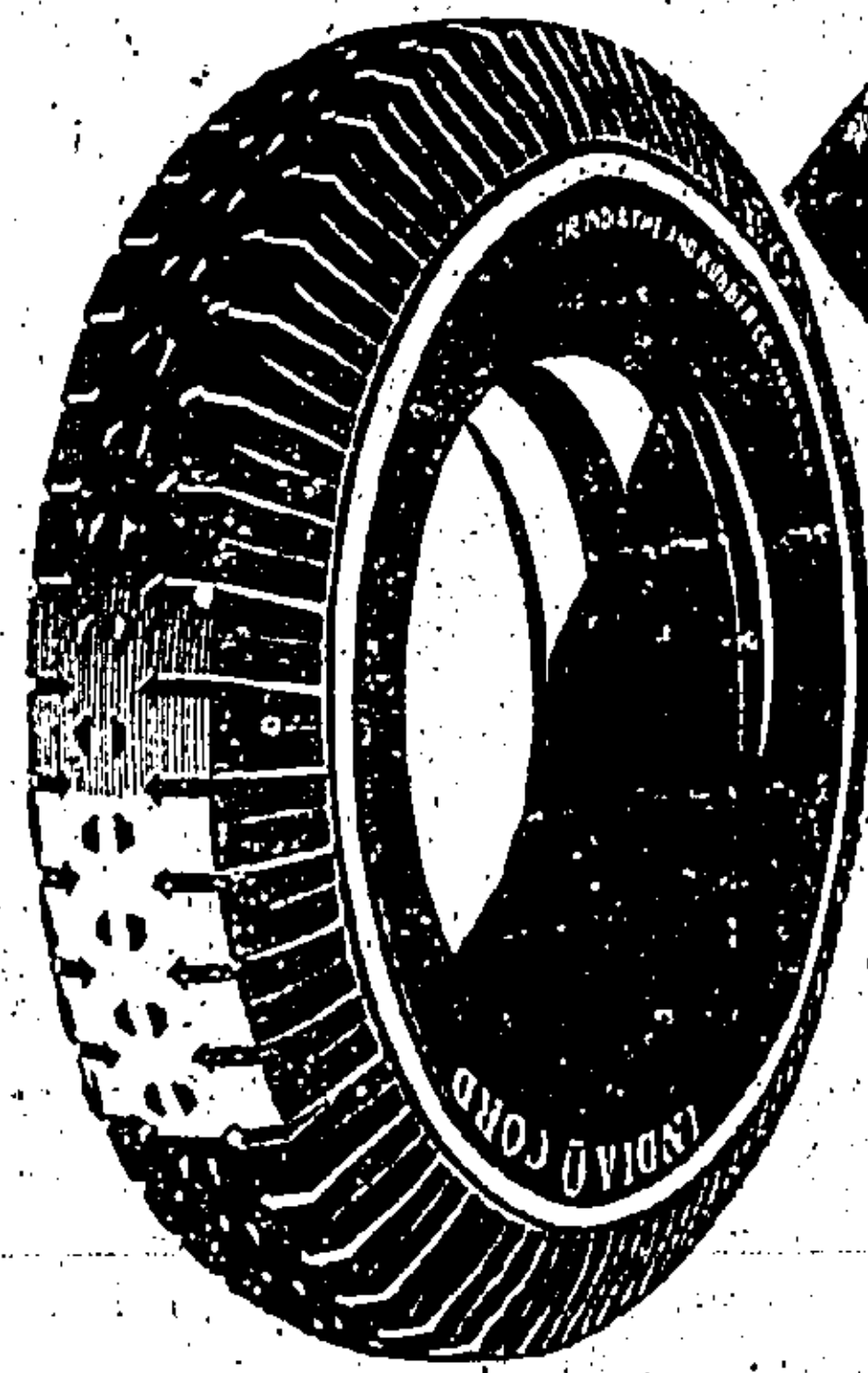
A TREAT IN STORE FOR YOU.

Going on leave is not always quite as delightful as it sounds when you look at it from a distance of, say, three years. When the longed-for time arrives all sorts of complications and questions arise with it. The first and most important of these is where are you going to spend your leave. With your people—some of us unfortunately have no "people" at home, and others of us find that, much as we love them, six undiluted months with relations with whom we have inevitably somewhat lost touch becomes at times a little trying!

Home leave to be properly enjoyed should be a nice division of "home" and "leave," and for those of us who have not as much money as we should like to have the "motor ways" tours are a wonderful discovery. The idea of a fortnight's travelling holiday through France, or Italy, or Spain as you may choose, carried out in the utmost comfort, including first class hotel accommodation, and with every worry, even to tips, taken off your hands seems too good to be true, especially when the inclusive cost is about £20. Yet this is what "motor ways" travelling means. Each of the passengers in the luxurious motor Pullman, which crosses the Channel with you, has his own arm chair, table and window. In a separate compartment there are toilet facilities, while a steward presides over a buffet where tea and refreshments are provided en route. As though that were not enough motor ways provide you with a special trunk for your clothes which remains your property!

Don't forget "motor ways" when you get home, their London office is 44, Cranburn Street, Leicester Square.

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1. The much improved safety tread grips the road and makes steering and cornering easier.
2. He learns that the Red Ring means more miles for his money—that they are firm allies of his pocket as well as of his comfort and safety.

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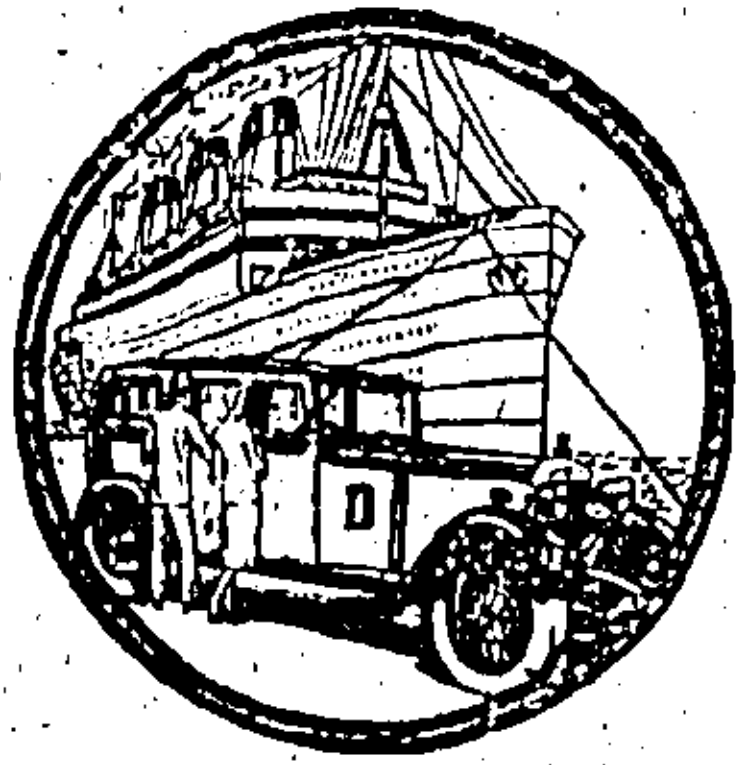
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EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS

To new car, say	£200. 0. 0.
Deposit—one quarter	50. 0. 0.
	£150. 0. 0.
Interest	16. 7. 6.
	£166. 7. 6.

Balance of £166. 7. 6. to be paid in 18 monthly instalments of £9. 3. 0.

To Deposit paid	£ 50. 0. 0.
5 instalments of £9. 3. 0.	46. 15. 0.
	£ 96. 15. 0.

FINAL ADJUSTMENT

To re-purchase price—65% of £200.	£130. 0. 0.
Rebate on interest	6. 8. 11.
	£136. 8. 11.
Less 18 instalments still due	139. 8. 9.
Cash handed to Purchaser	£ 17. 0. 2.

ACTUAL COST OF MOTORING FOR SIX MONTHS

To Deposit and five instalments paid	£ 95. 15. 9.
Thirteen instalments still due	119. 8. 9.
	£215. 7. 6.
Less re-purchase and rebate on interest	188. 8. 11.
Cost of motoring for six months or £13. 8. 1. per month.	£ 26. 15. 7.

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, more reasonably and more comfortably than by rail.

All our cars both new and used are sold under a repurchase guarantee.

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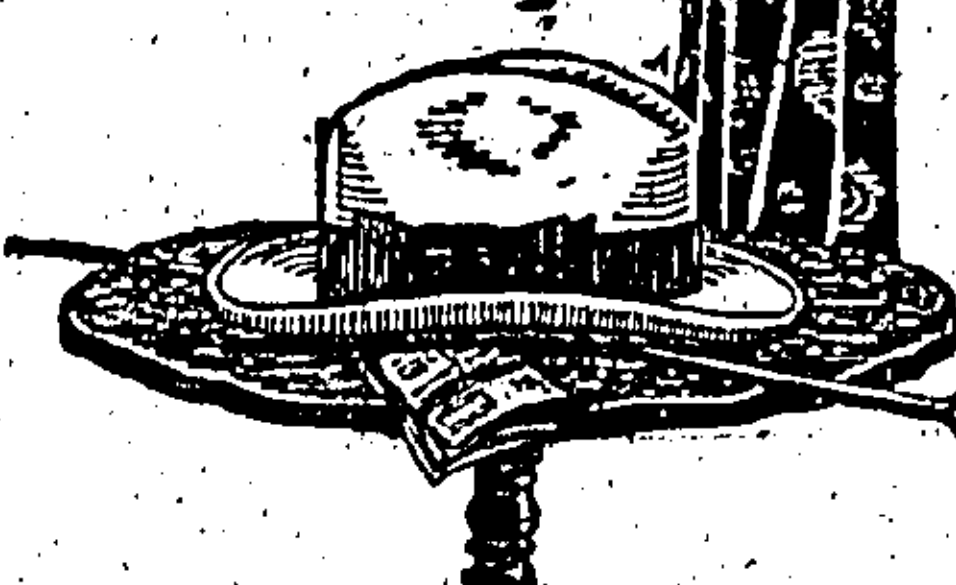
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Taxi Wardrobes from \$65.00
Cabin Wardrobes from \$125.00
ETC., ETC.

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FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

KING'S SERVICE WINS THE DERBY.

"DYNASTY" STABLE SECURE HONOURS AFTER MANY YEARS' RACING.

BRILLIANT RIDING BY Y. S. CHANG ON THIRD DAY OF RACE MEETING.

[By "MORNING DEW."]

One of the best races seen in Hong Kong for many a day was the Derby which was run yesterday morning at Happy Valley. There were eleven starters for the big race and the public made Y. S. Chang's mount, King's Service, the favourite. Chang justified expectations by riding a very clever race and getting the verdict by a short head from Spy. Gold Key was third a short head behind Spy. A full description of this race will be found below.

The feature of yesterday's racing was the brilliant riding of Chang who secured victories on Hetman, King's Justice and Jan Stever, besides riding the Derby winner. With masterly precision Chang brought all his winners out in the middle of the straight on each occasion and once ahead could not be passed.

The Dunbar candidates disappointed in the Derby, both Fortune Bay and Sam Houston failing to get places, but their disappointment in this direction was somewhat made up by the fact that Sitting Bull won the Challenge Cup for the second consecutive year thus making the trophy the property of Mrs. Dunbar and also by the fact that Hinwatha and Elliot Bay finished in front of the much fancied King's Bounty in the Exchange Plate. In addition to this, the stable registered a win through Tiana, who accounted for the "Black Rock" Stakes in no uncertain manner.

HOW THE DERBY WAS FOUGHT OUT.

After racing in Hong Kong for many years, Mr. T. E. Pearce won the Derby for the first time yesterday when Y. S. Chang steered King's Service past the post in the big race a head in front of Spy. There was much speculation before the race as to which owner would win, as the racing so far had not been very helpful to the public in locating the winner. In fact the Derby position was so open that the very fact that Y. S. Chang was riding a pony in the race made that pony the favourite otherwise it is difficult to explain how the public came to put so much confidence in a pony that did not win at all during the first two days of the races.

Chinese owners were represented by Bright Star, Gold Key and Nippy while non-Chinese owners had King's Service, Spy, Fortune Bay, Sam Houston, Daylight Eve, Levered, Paul Pry and Tom in the race.

Scores riding Nippy shot out from the field when the race started and led for most of the first mile. Meanwhile the rest of the field hung close together about six lengths behind Nippy. There was nothing in the race until going up the Rock the second time. Here Fortune Bay forged ahead and took the lead, entering into the straight a length and a half in front of Nippy and Bright Star. Nippy having faded away meantime. Gold Key joined the leaders at the distance post and with but a furlong to go King's Service and Sam Houston drew up. There were thus five ponies fighting out a thrilling finish. Spy was half a length in front of Gold Key a hundred yards from home, where it was noticed, both Sam Houston and Bright Star were losing ground steadily. It was at this point that Chang asked King's Service for a supreme effort. The pony was still two lengths in arrears at this mark, but both pony and rider set to work with a will and they reduced the gap so successfully that King's Service just managed to get his head in front as the three ponies flashed past the winning post.

A Costly Error.
Owing to some misunderstanding, the numbers hoisted up outside the judge's box showed Bright Star as having run into third place. As a result of this many who had backed Gold Key for a place threw their tickets away. When the mistake was rectified later not a few punters were seen searching the grounds for tickets they had thrown away.

Novice Race.
The day opened with the Jockey Cup and here Bramwell scored a meritorious win with Chana winning by two lengths from Mr. Botelho on Lobster Bay. Gay Crusader, Mr. Lotel up, as third. The jockey was thrown just after he had passed the winning post, and he received slight injuries.

King's Bounty Stakes.
Chang's first appearance on the course yesterday was the signal for heavy betting on his mount. King's Bounty was made a hot favourite in the Exchange Plate, but he was beaten by both Hinwatha and Elliot Bay after leading nine-tenths of the way over the mile and a quarter. These two ponies showed a wonderful turn of speed over the last quarter and confounded punters absolutely. Chang redeemed this defeat by his

superb riding in the Derby but he was again beaten in the Subscription Griffin's Challenge Cup when he took out King Willow. The Grasso which had won on two occasions previously won for the third time yesterday accounting for this event. Missis put up and unexpectedly good race to secure second place.

Woodland Stag Again.
The best of the Australian ponies is undoubtedly Woodland Stag as this pony won twice in two outings, first over six furlongs and then again over the mile and a quarter. He won very comfortably from The Raindrop who again was well ahead of Wattle.

Hetman's Exhibition.
Hetman gave a good exhibition of speed when he started in The Great Southern Stakes. Glenegles and Zorhan led over the first half mile followed by Boxing Eve and Hetman next. Hetman had a difficulty in drawing on level terms in the straight and Mr. Chang giving the pony the bit a few yards from the winning post won by a length from Jill who came up at the last moment to secure second place. Glenegles was third, two lengths behind Jill.

King's Justice.
Chang went on to secure his third victory when he brought the Lusitane Cup to Mr. Pearce who sent King's Justice out after the trophy. Eros was the only other pony that commanded any of the public's support at all. The two ran together into the straight, but while Eros was ridden and pushed, King's Justice had things pretty much his own way and only a small spur was needed to give him victory in the last few strides.

The Challenge Cup.
This became the property of Mrs. Dunbar when Sitting Bull romped home an easy winner from a field of seven. The Dunbar candidate was contented to run behind the field most of the way, but when Coronation Eve was sent out after six furlongs, Mr. Hill, quickly took Sitting Bull out of his easy comfortable strides and went after the Eve. Sitting Bull took the lead from the Rock and although he was challenged by more than one candidate before entering the straight, there was never any doubt as to the ultimate result of the race once the straight was reached. Coronation Eve was second and Mr. Rose just managed third place with King's Colour.

Frost Pops Up Again.
After an absence of four races, Mr. Frost popped up again when he brought The Phoenix in to win The Royal Navy Cup for Messrs. Hall & Shenton. Bridge Hall was favourite but at he could do was to get second place on the post by beating Mongolian Stag. The mile and a quarter is a bit too long for Bridge Hall and yesterday's race proved conclusively that he is no stayer. There is a feeling that Wong left the effort until too late, but those in the know realise that that was the only possible race for Bridge Hall to run.

Tiana Turns Up.
After a disappointing on the previous occasions Tiana romped home an easy winner in the "Black Rock" Stakes beating Bright Star and Valorous handsomely. Bright

Star had a very grueling race in the Derby and should have been rested in the stable, but his optimistic about the pony's chances. Had Bright Star been fresh he might have won. As it is he was a well beaten pony. Valorous showed that he is a very moderate pony when he could only just scramble into third place here.

Nationalist Trounced.
To say that Nationalist II was beaten in the Gymnasium Stakes would be putting it very mildly as the pony was thoroughly trounced in this event, falling even to get a place. Picallili, with Mr. Harriman up, went out to set a very first pace and Pickle his stable companion, ridden by Mr. Clark took charge of affairs when Picallili faded out. Pickle ran home by himself in the wonderful time (for this meeting) of 2.01.2. The little-fancied Fair Sport took second place and Nationalist III was third. Nationalist could not make anything of Pickle's speed, although Mr. Rosa tried very hard to keep in the van during the earlier part of the race when Picallili was going all out to set up a fast pace. Nationalist was a great disappointment to punters.

Chang Triumphs Again.
In a field of twenty-four Chang brought home Jan Stever in the last race of the day. Fi-fa took second place and Duke of Britany was third. Chang kept in front most of the way and brought his mount out in the distance post to win by two lengths.

THE RESULTS.

1.—The Jockey Cup: One Mile.
Winner \$500. Second \$200. Third \$100. A Cup will be presented to the winning jockey. For China ponies that have started in and have not won a race at this meeting three flat races to be ridden by jockeys who have not won five flat races anywhere at any time. Weight for inches as per scale. Winners 5 lbs. extra. Jockeys 2 lbs. extra for each flat race won.
Mr. Reid's Chana (Mr. Bramwell) 1
Mr. Botelho's Lobster Bay (Mr. Botelho) 2
Messrs. Toog and Priestley's Gay Crusader (Mr. Lobel) 3
Also ran:—Grey Dawn (Mr. Gordon); Diana (Mr. Keith Murray); Britannic Hall (Mr. A. W. de Rosa); Imperial Hall (Mr. In Kui Ying); Monterey Bay (Mr. Fung); Blue Heaven (Mr. Stewart).

Won by two lengths, short head between second and third.
Time: 2 mins. 6.1.5 secs.
Pari-mutuel:—
Winner: \$68.50.
Places: 1st, \$15.70; 2nd, \$9.70; 3rd, \$6.00.

Betting. Winner, Place:
Grey Dawn 11 29
Diana 47 80
Gay Crusader 532 553
Chana (late King at Arna) 74 101
Britannic Hall 31 111
Lobster Bay 97 228
Monterey Bay 158 205
Blue Heaven 60 88

2.—The Exchange Plate: 1 1/4 Miles.
Presented by the Bankers and Exchange Brokers of Hong Kong. Value \$1,000 to Winner. Second to receive \$300 and Third \$200. For China ponies. Weight for inches as per scale. Winner at this meeting 3 lbs. extra. Ponies that have started in and not won a race of 1 mile or over at this meeting allowed 2 lbs. Griffins of this meeting allowed 5 lbs. Ponies that have run in at least five Extra Meetings in Hong Kong during the season 1930, two or three of such meetings previous to July 1, 1930, and two or three subsequent to that date, allowed 5 lbs. Subscriptions-griffins of this meeting allowed 10 lbs. of previous seasons allowed 7 lbs. Allowances accumulative.
Mrs. Dunbar's Hinwatha (Mr. Hill) 1
Mr. Dunbar's Elliot Bay (Mr. Sokoloff) 2
Mr. Dynasty's King's Bounty (Mr. Chang) 3
Also ran:—Vasylock (Mr. Quintey); Coronation Eve (Mr. Pote Hunt).
Won by a head; short head between second and third.
Time: 2 mins. 35 secs.
Pari-mutuel:—
Winner: \$32.30.
Places: 1st, \$13.50; 2nd, \$12.70.

Betting. Winner, Place:
Hinwatha 315 337
Elliot Bay 308 383
Vasylock 57 60
Coronation Eve 584 210
King's Bounty 1,002 1,007

3.—The Hong Kong Derby: 1 1/2 Miles.
A sweepstakes of \$20 each, \$50 additional for starters, with \$5,000 added. For China ponies, born in the griffins of this meeting. First pony to receive 70 per cent. Second 50 per cent. Third 30 per cent. of the total amount. Weight for inches as per scale. Ponies to be ridden by jockeys who have won at least 5 official flat races in Hong Kong or China, or jockeys approved by the Stewards.
Mr. Dynasty's King's Service (Mr. Chang) 1
Messrs. Mackie and Grayson's Spy (Mr. Clark) 2
Mr. L.T.E.'s Gold Key (Mr. Tung) 3

(Continued on Page 5.)

KAIPING HOUSEHOLD COAL

Owing to a shortage of supplies our prices until further notice will be as follows:—

IN LOTS OF NOT LESS THAN 1/2 TON

Delivered to Peak District (above Bowen Road) \$24.00 per ton
Delivered to Bowen Road and lower levels \$22.00 per ton
Delivered to Pokfulam Road \$24.00 per ton
Delivered to Kowloon \$20.00 per ton

The increases are purely temporary and will cease to operate as soon as supplies are again available.

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DORWELL & CO., LTD., Agents, Hong Kong.

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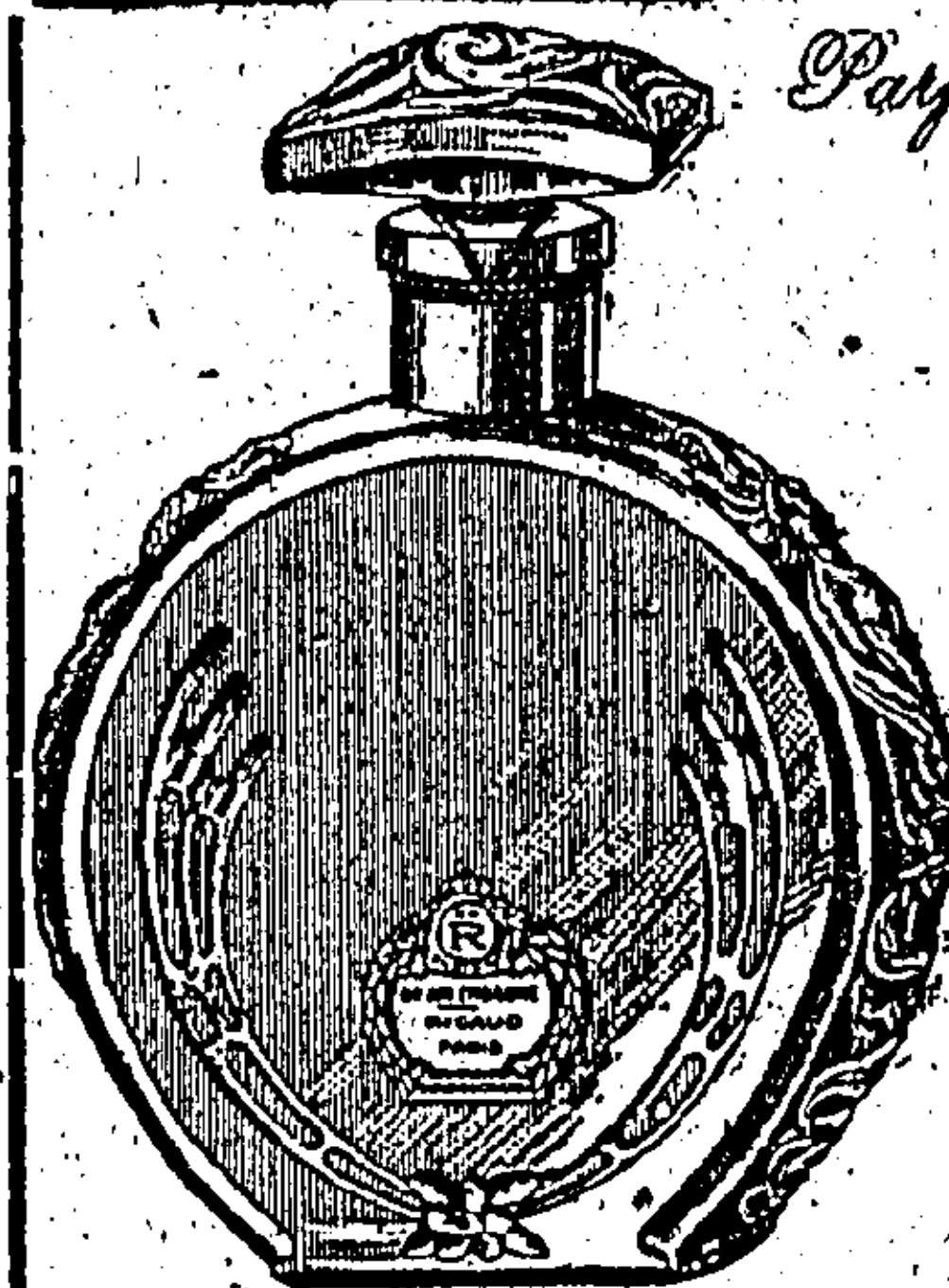
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22370 { If happened in Monterey—Waltz ... Olsen's Music
The Song of the Dawn—Foxtro " "
22388 { My Lover Grace Hayes
I like to do things for you " "
22398 { I like to do things for you—Foxtro Reisman's Orchestra
Happy Feet—Foxtro " "
22372 { It happened in Monterey John Boles
The Song of the Dawn " "

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Buy canned foods under a label that guarantees the quality you want.

GOLD BAR Canned Foods offer you every satisfaction that goes with carefully grown fruits and vegetables—skillfully packed under ideal conditions. They combine delicious flavor with ready-to-serve convenience all the year round.

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LANE, CRAWFORD'S can supply you—ask them for GOLD BAR Canned Foods.

LANE, CRAWFORD, LTD.

YESTERDAY'S RACING.

(CONTINUED FROM PAGE 4.)

Also ran:—Bright Star (Mr. Pih); Leveret (Mr. Proulx); Paul Pry (Mr. Harriman); Sam Houston (Mr. Heard); Fortune Day (Mr. Hill); Daylight Eve (Mr. Pote-Hunt); Tom (Mr. Stanton); Nippy (Mr. Soares).
Won by a head; a head between second and third.
Time: 2 mins. 9.4-5 secs.
Pari-mutuel:—
Winner: \$18.20.
Places: 1st, \$3; 2nd, \$10.30; 3rd, \$10.00.

4.—The Subscription Grifins' Challenge Cup: 1½ Miles.
Value \$1,000. For subscription grifins of this meeting. Weight for inches as per scale. To be won two years consecutively by ponies the bona fide property of the same owner or owners. Winner to receive \$300 and 70 per cent. Second \$200 and 20 per cent. Third \$100 and 10 per cent. of the entrance fees until the Cup is finally won.
Messrs. Hall and Shenton's The Grouse (Mr. Frost) 1
Mr. A. A. R. Botelho's Mismam (Mr. Soares) 2
Mr. T.P.T.'s Tumney (Mr. Heard) 3
Mr. Dynasty's King Willow (Mr. Chang) 4
Also ran: Loch Sloy (Mr. Bramwell); Arctic Eve (Mr. Pote-Hunt); Good Day (Mr. Pih); Toy (Mr. Clark); Wainleaf (Mr. Keith-Murray); Winter Hall (Mr. Pan); Jester (Mr. Lee); Demurmer (Mr. Laine).
*—Dead heat.
Won by half a length; two lengths between second and third.
Time: 2 mins. 49.3-5 secs.
Pari-mutuel:—
Winner: \$17.10.
Places: 1st, \$5.40; 2nd, \$7.00; 3rd, No. 1 \$2.10; No. 2 \$5.40.

5.—The Melbourne Cup: 1½ Miles.
Winner \$1,000. Second \$800. Third \$400. For Australian ponies. Weight for inches as per scale. Winners 3 lbs. extra.
Mr. Chan Tin Son's Woodland Stag (Mr. Quincey) 1
Messrs. Fung and Tang's The Raindrop (Mr. Pan) 2
Mr. John's Wattle (Mr. Heard) 3
Also ran: Duke of St. Cloud (Mr. Tung); Cyrano (Mr. Keith-Murray); Pegasus (Mr. Charles); The Bustard (Mr. Frost).
Won by three lengths; four lengths between second and third.
Time: 2 mins. 20.4-5 secs.
Pari-mutuel:—
Winner: \$8.20.
Places: 1st, \$3.30; 2nd, \$5.70; 3rd, \$5.40.

6.—The Great Southern Stakes: Six Furlongs.
Winner \$750. Second \$300. Third \$200. For China ponies. Weight for inches as per scale. Winners at this meeting 6 lbs., of two or more races 7 lbs. Grifins allowed 5 lbs. Subscriptions grifins of this meeting allowed 10 lbs. (Jockey allowance). Allowances accumulative.
Mr. Dynasty's Hetman (Mr. Chang) 1
Mr. Mackie and Grayburn's Jil (Mr. Clark) 2
Mr. Dunbar's Glenaville (Mr. Hill) 3
Also ran: Gomerl (Mr. Arnold); Young Pretender (Mr. Stewart); Four Clubs (Mr. Bramwell); Box-lug Eve (Mr. Pote-Hunt); Crown Prince (Mr. Frost); Zorhan (Mr. Quincey).
Won by one length; two lengths between second and third.
Time: 2 mins. 19.2-5 secs.
Pari-mutuel:—
Winner: \$8.60.
Places: 1st, \$6; 2nd, \$15.20; 3rd, \$9.10.

7.—The Lusitano Cup: One Mile.
Presented by the members of the Club Lusitano. For China ponies bona fide grifins of this meeting, with \$900 added. Second \$300. Third \$200. Weight for inches as per scale. Subscriptions grifins of this meeting allowed 5 lbs. All winners 5 lbs. extra.
Mr. Dynasty's King's Justice (Mr. Chang) 1
Mr. Kay's Eras (Mr. Pote-Hunt) 2
Mrs. Dunbar's Little Beaver (Mr. Sokoloff) 3
Also ran: Silver Key (Mr. Tung); Morning Star (Mr. Pih); Wonderful Stag (Mr. Quincey); Jadestone (Mr. Lee); Fritillary (Mr. Roza); The Plover (Mr. Frost); Cloudy Eve (Reidy); Peter (Mr. Harriman); Mindoro (Mr. Soares); Sanction (Mr. Charles).
Won by two lengths; half a length between second and third.
Time: 2 mins. 4.2-5 secs.
Pari-mutuel:—
Winner: \$8.20.
Places: 1st, \$5.60; 2nd, \$6.20; 3rd, \$7.60.

8.—The Challenge Cup: 1½ Miles.
Value One Hundred Guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by ponies the bona fide property of the same owner or owners. Winner to receive \$750 and 70 per cent. Second \$300 and 20 per cent. Third \$150 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to place money.
Mrs. Dunbar's Sitting Bull (Mr. Hill) 1
Mr. Eve's Cordination Eve (Mr. Pote-Hunt) 2
Mr. Dynasty's King's Colour (Mr. Roza) 3
Also ran: Wisdom Sing (Mr. Quincey); Gay Crusader (Mr. Clark); Mike (Mr. Stanton).
Won by two lengths; one length between second and third.
Time: 3 mins. 46.1-5 secs.
Pari-mutuel:—
Winner: \$8.80.
Places: 1st, \$5.30; 2nd, \$7.70; 3rd, \$5.20.

9.—The Royal Navy Cup: 1½ Miles.
Presented by the officers of H.M.'s Navy, with \$800 added to the Winner. Second \$300. Third \$200. For subscription grifins of any season. Weight for inches as per scale. Winners of the Garrison Cup at any time barred. Other winners at this meeting of one race 7 lbs.; of two or more 10 lbs. extra. Subscriptions grifins of this meeting allowed 5 lbs. (Jockey allowance). Penalties not accumulative. Allowances accumulative.
Messrs. Hall and Shenton's The Phœnix (Mr. Frost) 1
Mr. Ho Kom Tong's Bridge Hall (Mr. Wong) 2
Mr. Wilson's Mongolian Stag (Mr. Heard) 3
Also ran: Sonny Boy (Mr. Tung); Duke of Normandy II (Mr. Lee); Tango (Mr. Harriman); Beau (Proulx); Nookhail (Mr. Newbigging); Pagoda (Mr. Chang); Happy Day (Mr. Pih); Picky (Mr. Roza); Boston (Mr. Arnold).
Won by one length and a half; short head between second and third.
Time: 2 mins. 42.4-5 secs.
Pari-mutuel:—
Winner: \$20.00.
Places: 1st, \$9.30; 2nd, \$9.40; 3rd, \$8.30.

10.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For China ponies bona fide grifins of this meeting. Weight for inches as per scale. Subscriptions grifins of this meeting allowed 10 lbs. Winners of one race 5 lbs., or two races 7 lbs. extra, or more than two races, barred. Allowances accumulative.
Mrs. Dunbar's Inn (Mr. Sokoloff) 1
Messrs. Kong and Bright's Star (Mr. Pih) 2
Mr. Aitch Aitch's Valorous (Mr. Pote-Hunt) 3

11.—The Gymkhana Stakes: One Mile.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

12.—The Peking Plate: One Mile.
Winner \$750. Second \$300. Third \$200. For China ponies, subscription grifins of this meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance). Mr. Widdicombe's Sea Stewer (Mr. Chang) 1
Messrs. Lewis and Tinson's Pi-Fa (Mr. Wong) 2
Messrs. Lau and Lee's Duke of Brittany (Mr. Pih) 3
Also ran: Othello (Mr. Bramwell); Sometimes (Mr. Proulx); Sunny Day (Mr. Pih); The Lombard (Mr. Fawcett); St. Cyr (Mr. Clark); Tom Thumb (Mr. Harriman); Happy Returns (Mr. Ip Kin Yang); Vamoos (Mr. Hill); Scurpp (Mr. Pote-Hunt); Scraggy (Mr. Roza); Twilight (Mr. Fung); Colebit (Mr. Reid); Halcakala (Mr. Heard); Acacia Leaf (Mr. Pan); Mountain Rat (Mr. Stewart); Crifell (Mr. Keith Murray); The Quail (Mr. Frost); Mascot (Mr. Charles); Awaken Lion (Mr. Liang); Vadio (Mr. A. W. Roza).
Won by one and a half length; short head between second and third.
Time: 2 mins. 7.4-5 secs.
Pari-mutuel:—
Winner: \$25.80.
Places: 1st, \$9.10; 2nd, \$24.30; 3rd, \$11.70.

13.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For China ponies bona fide grifins of this meeting. Weight for inches as per scale. Subscriptions grifins of this meeting allowed 10 lbs. Winners of one race 5 lbs., or two races 7 lbs. extra, or more than two races, barred. Allowances accumulative.
Mrs. Dunbar's Inn (Mr. Sokoloff) 1
Messrs. Kong and Bright's Star (Mr. Pih) 2
Mr. Aitch Aitch's Valorous (Mr. Pote-Hunt) 3

Also ran:—Brunswick Hall (Mr. Wong); Mr. Siegler (Mr. Reid); Yankee (Mr. Bramwell); The Wind (Mr. H. C. Lee); Thunderous Stag (Mr. Frost); Wise Stag (Mr. Quincey).
Won by three lengths; four lengths between second and third.
Time: 2 mins. 30.4-5 secs.
Pari-mutuel:—
Winner: \$30.70.
Places: 1st, \$7.80; 2nd, \$5.00; 3rd, \$3.

14.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

15.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

16.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

17.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

18.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

19.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

20.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

21.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

22.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

23.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

24.—The "Black Rock" Stakes: 1½ Miles.
Winner \$750. Second \$300. Third \$200. For all China ponies that have started in races in at least five Extra Meetings during the season 1930, and subscription grifins of this meeting. Old Ponies: Weight for winner during Extra Meetings of 160 lbs. of one race 140 lbs. of two races 120 lbs. of three or more races 100 lbs. Non-winners allowed 5 lbs. Subscriptions grifins of this meeting: Weight for winner of one race 140 lbs. of two or more races 140 lbs. Non-winners allowed 4 lbs. (Jockey allowance). Allowances accumulative.
Messrs. Mackie and Grayburn's Pickle (Mr. Clark) 1
Messrs. Toog and Priestley's Fair Sport (Mr. Pote-Hunt) 2
Mr. Ho Kom Tong's Majestic (Mr. Wong) 3
Also ran: Chesapeake Bay (Mr. Tung); Nationalist II (Mr. Roza); Winsome Stag (Mr. Quincey); Little Thunder (Mr. Pih); Christmas Chimes (Mr. Clark); Majestic Hall (Mr. Pote-Hunt); Cream Cracker (Mr. Frost); Piccalilli (Mr. Harriman); Gay Caballero (Mr. Charles).
Won by lengths; three lengths between second and third.
Time: 2 mins. 1.2-5 secs.
Pari-mutuel:—
Winner: \$40.10.
Places: 1st, \$13.30; 2nd, \$5.00; 3rd, \$7.00.

Race 2.
No. 103 \$2,200.00
" 300 554.00
" 230 327.00
Unplaced runners of \$50 each:—
Nos. 174, 46.

Race 3.
No. 502 \$12,124.00
" 701 3,464.00
" 2197 1,732.00
Unplaced runners of \$100 each:—
Nos. 2107, 3, 020, 1780, 651, 1630, 1402, 1730.

Race 4.
No. 30 \$3,800.00
" 1680 914.00
" 1057 228.00
" 431 228.00
Unplaced runners of \$50 each:—
Nos. 1144, 350, 90, 300, 437, 450, 610, 073.

Race 5.
No. 637 \$3,704.40
" 922 1,058.40
" 805 529.50
Unplaced runners of \$50 each:—
Nos. 110, 632, 1212.

Race 6.
No. 1620 \$4,008.00
" 1634 1,428.00
" 1710 714.00
Unplaced runners of \$50 each:—
Nos. 1237, 1331, 342, 1403, 647, 1301.

Race 7.
No. 262 \$5,149.20
" 1203 1,471.20
" 773 735.60
Unplaced runners of \$50 each:—
Nos. 323, 1700, 063, 1010, 494, 1687, 452, 253, 762, 1383.

Race 8.
No. 870 \$5,340.60
" 1431 1,527.60
" 1602 763.80
Unplaced runners of \$50 each:—
Nos. 1442, 1223, 143.

Race 9.
No. 1404 \$5,145.00
" 1835 1,470.00
" 610 735.00
Unplaced runners of \$50 each:—
Nos. 1148, 1450, 848, 832, 893, 49, 176, 1931, 1290.

Race 10.
No. 609 \$4,628.40
" 009 1,322.40
" 551 601.20
Unplaced runners of \$50 each:—
Nos. 1609, 239, 490, 057, 1075, 125.

Race 11.
No. 1407 \$4,666.20
" 1030 1,333.20
" 010 668.60
Unplaced runners of \$50 each:—
Nos. 1347, 1224, 529, 078, 1330, 8, 723, 1112, 811.

Race 12.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 13.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 14.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 15.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 16.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 17.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 18.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 19.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 20.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26, 87, 407, 088, 1213, 1471, 1729, 1747, 1832, 1680, 281, 1024, 640, 557, 643, 1018, 1135, 522, 1680, 488.

Race 21.
No. 1007 \$4,391.60
" 781 1,245.60
" 729 627.40
Unplaced runners of \$50 each:—
Nos. 83, 26,

TIENTSIN-PUKOW RAILWAY.

LOAN FROM BRITISH BOXER INDEMNITY.

[THROUGH REUTER'S AGENCY.]

NANKING, March 3. In order that the reorganisation of the Tientsin-Pukow Railway may be effectively carried out a portion of the British Boxer Indemnity refund will be loaned to the Railway for the purchase of rolling-stock, including eight "Pacific" type of locomotives and a number of passenger coaches.

The Ministry of Railways has agreed that the Tientsin-Pukow Railway may borrow £500,000 from the Indemnity refund at interest of five per cent. redeemable in four years.

MURDER OF BRITISH LADY MISSIONARIES.

CHINA MAKING EFFORTS TO CAPTURE CRIMINALS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2. Questioned in the House of Commons as to whether any reply had been received to the representations regarding the murder of Miss Nettleton and Miss Harrison, Dr. Hugh Dalton, Under-Secretary for Foreign Affairs, said the Chinese Foreign Minister had on several occasions assured the British Minister of his earnest intention to make every effort to capture the criminals.

Dr. C. T. Wang had further stated that strong military forces were engaged against the bandits in Kiangsi, and instructions had been issued for the apprehension of the murderers.

CHINA'S MINISTER FOR EDUCATION.

TRIBUTE BY FRENCH MINISTER OF INSTRUCTION.

[THROUGH REUTER'S AGENCY.]

PARIS, March 2. Mr. Roustan, Minister of Instruction, gave a luncheon to-day in honour of Dr. Kao Lu, prior to the latter's departure for China to take up the portfolio of Education.

Mr. Roustan made a speech praising Dr. Kao Lu, dwelling on the debt which the West owed to Chinese civilisation.

LINGNAN UNIVERSITY AGRICULTURAL FARM.

ATTEMPT TO APPROPRIATE ADJOINING LANDS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 3. Lingnan University's attempt to force the villagers nearby to sell their lands, fields and graveyards for the enlargement of its agricultural farm is being met by a stiff resistance. The tract of land which the University desires to acquire by purchase is so large that 23 villages are involved. Consequently the villagers are up in arms against the University, declaring that they will not sell their land to it under any circumstances. They are taking up the matter with the local Government, in an endeavour to get it to intervene on their behalf.

And this is precisely what Lingnan University has done and is doing. The University declared that it has to obtain more land for experimental purposes in agriculture, and the most suitable lands are those contiguous to its campus, but the owners declare that they are directly dependent upon their fields for their livelihood and the selling of their fields will be tantamount to a deprivation of that livelihood.

The elders of the 23 villages concerned held a meeting yesterday at which over 2,000 persons were present. Among other matters decided upon was an agreement to resist the encroachment of Lingnan University on their property. If the University is allowed to possess the land, some 30,000 graves would have to be removed.

It is not known what action the Government will take.

HU HAN MIN'S RESIGNATION.

CHIANG KAI SHEK'S ATTITUDE.

[THROUGH REUTER'S AGENCY.]

NANKING, March 2. Addressing Monday's memorial meeting, President Chiang Kai Shek, referring to Mr. Hu Han Min's resignation, said, *inter alia*: "Of all problems before the National Peoples' Convention, the question of the institution of a provisional constitution is of the highest importance, and which all our comrades have agreed to discuss at the Peoples' Conference."

"Hu Han Min, however, insists that the Peoples' Convention should not be allowed to discuss the adoption of a provisional constitution. In so doing he will not see that without a provisional constitution there could not be security for the lives and property of the people. He will not see that without guarantees to persons and property there could be no real unification of the country and an end to civil wars."

What are Hu Han Min's intentions? "Is it not clear that without a provisional constitution the Legislative Yuan would alone have authority to make and unmake laws during the period of political tutelage? If this were tolerated the spirit of the Peoples' Convention is entirely lost and the sacrifices of the party and the nation of the last few years are rendered in vain."

GENERAL WONG SHU HUNG.

REMAINING IN CANTON FOR TEN DAYS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 3. General Wong Shu Hung, the newly-appointed Commissioner of Kwangsi, returned to Canton this morning in connection with the peace movement in Kwangsi.

As on the previous occasion, the General was given a rousing welcome by the Canton Government. He said his purpose in coming here this time was to confer with General Chen Tai Tong in regard to the maintenance of peace and order in Kwangsi, but unfortunately the General is ill in hospital, suffering from a severe cold, and he is now being treated at the Canton Sanatorium.

General Wong Shu Hung expects to remain in Canton for about 10 days, after which he will probably leave for Nanking to take up his new duties and responsibilities. He denied the report in the vernacular Press that he has decided to take up his new post on March 15 at Nanking. So far, he said, no definite date had been decided upon. Arrangements are being made with Chang Kai Fui, Pei Chung Hsi, Li Chung Jen and other leaders in Kwangsi for the restoration of peace through his two representatives, Messrs. Kung Kit Yuen and Liu King Tsai, whom he sent to Kwangsi some few days ago.

SUN FO AND TANG SHAO YI VISITING CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 3. Mr. Sun Fo, Minister of Railways of the Nanking Government, and Mr. Tang Shao Yi, newly-appointed Magistrate of Chungshan, the so-called model district in China, are expected to be in Canton in the course of the next few days, according to a Nanking message received here to-day.

Mr. Tang will take up his new duties at Chungshan when he arrives here, and Mr. Sun Fo's return to Kwangtung is in connection with the negotiations now going on with Hong Kong for a revision of the Sino-British Canton-Kowloon Railway Agreement.

FAR EAST FLIGHT.

FRENCH AIRMEN TO FLY DAY AND NIGHT.

[THROUGH REUTER'S AGENCY.]

PARIS, March 2. Moench and Burtin, whose departure on a flight for the Far East was postponed last week, took off from Le Bourget for Athens at 3.30 p.m. to-day.

They intend to fly day and night, the object of breaking the record for a flight from Paris to Tokyo, which is their ultimate destination.

They are touching at Shanghai in the course of the flight.

INTERNATIONAL MORTGAGE BANK.

FOUNDED BY TWENTY-TWO FINANCIAL HOUSES.

[THROUGH REUTER'S AGENCY.]

BASEL, March 3. The International Mortgage Bank was founded to-day by a consortium of 22 British, French, American, Swiss, and German financial establishments, with a share capital of 25,000,000 gold francs.

The bank will deal in real estate in Europe.

BRITAIN'S NAVAL VICTORY.

COMPETITION IN ARMAMENTS PREVENTED.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2. Mr. Arthur Henderson, interviewed by Reuter on his arrival in London this evening, said that the outstanding feature of the success of the naval negotiations was that the agreement prevented an imminent renewal of Franco-Italian competition in naval armaments, which would have vitiated the atmosphere of the Disarmament Conference next February.

"The immediate effect of the agreement will be that our three countries will enter the Disarmament Conference in the closest friendship without making any pact whatever against any other country."

Why Mussolini Agreed?

"How near we were to the resumption of serious competition only a week ago is known only to those of us who have participated in all the conferences since we left London. It was the imminent danger arising out of the position with its effect on international relations that prompted me without the least delay to suggest to Mr. MacDonald that the position could only be effectively dealt with by a visit to Paris and possibly to Rome."

Italy Most Reluctant.

It is learned that Signor Mussolini is very impressed by the fact that this is the first time that two British Cabinet Ministers have gone direct on a mission to him to discuss matters vitally important to Britain and Italy. The fact largely moved him to accept the British proposals.

Italy Most Reluctant.

ROME, March 2.

Official circles are most reluctant regarding the terms of the naval treaty, but according to an official report, France will have superiority in submarines, not only over Italy, but over all the other Powers, and there will be a parity in 10,000-ton cruisers, of which France and Italy both at present possess seven.

It is further believed that the agreement provides France and Italy with two new battleships each, while it is forecasted as regards light cruisers and destroyers that France will have a superiority in total tonnage, although in various categories Italy will lead.

It appears certain that their respective requirements in the Mediterranean were not mentioned throughout the negotiations.

Japan's Felicitations.

TOKYO, March 2.

Having the conclusion of the Franco-Italian naval agreement as an important step towards disarmament and world peace, both the *Asahi* and *Jiji* editorially express wholehearted felicitations to Britain and America for the happy culmination of their efforts to bring about an agreement.

Mr. Henderson's strenuous efforts at the final stage are singled out for special praise, while congratulations are expressed to France and Italy for the spirit of conciliation and mutual concession which enabled success to be achieved.

"Times" Comment.

LATER.

The *Times*, commenting on Mr. Henderson and Mr. Alexander's successful mission, says that the British public will be prepared to judge the settlement broadly on its general merits without exaggerated attention to statistics. "Whatever has been settled now cannot seriously unsettle the agreed balances of the London Treaty. Replacement and gradual reduction and not an increase will probably be found to have informed the Franco-Italian agreement. The immediate and carefully limited effects of the present arrangement will not seriously detract from its usefulness.

The next five years are as likely as not to be highly critical. The "naval holiday" for their duration possesses, therefore, exceptional value, and there must at least be a strong presumption that the competition-building race abandoned will not be resumed, and that the breathing space will afford the diplomatic negotiators of either country time to settle the other outstanding problems.

RUBBER PRODUCTION RESTRICTION.

"SERIOUS DISCUSSION" IN LONDON.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, March 3. It is learned authoritatively that the entire Dutch Rubber Committee are proceeding to London this week for a "serious discussion" with British producers on restriction of production.

U.S. IMPORT OF CRUDE OIL.

SENATE REFUSES TO CONSIDER LIMITING BILL.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 3.

The Senate refused to consider a Bill to limit the import of crude oil to 16,000,000 barrels annually, which must now be held over till next session.

NEW GOVERNMENT FOR PERU.

SEÑOR ELIAS PROVISIONAL PRESIDENT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 2.

As a result of the Navy's intervention, a new Government has been established in Peru under the provisional Presidency of the Chief Justice, Señor Elias.

The Government includes the Chief Commander of the Navy and the Chief of the Army General Staff, who in concert have made a move to open communications with the Southern rebel force at Arequipa, while the Northern rebels in the vicinity of Piura are seeking to end a situation that is verging on civil war.

COLONIAL NAVAL DEFENCE BILL.

PASSES ITS THIRD READING.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2.

The House of Commons to-day agreed to the third reading of the Colonial Naval Defence Bill. The measure has already been passed by the House of Lords and it therefore now becomes law.

INTERNATIONAL RUGBY SENSATION.

BRITISH UNIONS BAN FRENCH CLUBS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2.

Split by a discussion in its own ranks and generally condemned for the brutal methods which have become a feature of French rugby recently, the French Rugby Union was to-day cast out by the four British unions, who decided to refuse to allow any club international matches against French clubs, or France, after the end of the season, unless the conduct of the game there is placed on a satisfactory basis.

STABILISATION OF SPANISH PESETA.

AGREEMENT WITH BANK OF INTERNATIONAL SETTLEMENT.

[THROUGH REUTER'S AGENCY.]

MADRID, March 2. The Minister of Finance has reached an agreement with M. Quesnay, Director of the Bank of International Settlements, for the stabilisation of the peseta. Immediate steps are being taken to carry out the programme.

OBITUARY.

MR. EDGAR JADWIN.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 2.

The death occurred suddenly of the distinguished engineer, Mr. Edgar Jadwin, who went to Panama in connection with a meeting to determine whether a Nicaraguan Canal could be built to relieve the inter-oceanic traffic or whether the Panama Canal could be fitted with new locks.

BRITISH DEBT TO U.S. PAID IN SILVER?

SUGGESTION OFFERED IN THE HOUSE OF COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2. The suggestion that Great Britain should pay her war debt to the United States partly in silver was made in the House of Commons to-day at question time.

Replying on behalf of the Government, Mr. Pethick-Lawrence, Financial Secretary to the Treasury, suggested that any initiative in that direction should come from the United States.

Captain V. A. Cazalet (Conservative) suggested that a few years ago the United States altered the basis of the debt settlement of another country by substituting silver for gold.

Mr. Pethick-Lawrence said he was not aware of that, but promised to consider the matter.

Mr. S. S. Hammersley (Conservative) suggested that the question was considerably embarrassed by the decision of the Government of India to increase the import duties on silver.

Mr. Pethick-Lawrence did not reply.

CONTROL OF U.S. FOOD SUPPLY.

TENDENCY TOWARDS PRIVATE MONOPOLY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 3.

"The alarming tendency towards monopolistic control of the nation's food supply by a small group of powerful combinations and corporations" was stressed by the Senate Sub-Committee appointed to investigate the difference between the price paid to the producer and the cost to the consumer in the United States in cases of necessities like bread, milk and meat.

MENACE OF "FIVE YEARS' PLAN."

SOVIET MAY BE ABLE TO PARALYSE INDUSTRY.

[REUTER'S AMERICAN SERVICE.]

PARIS, Feb. 20.—The Press widely reproduces and comments on messages from Paris giving the gist of a sensational rumouring up of his recent visit to Soviet Russia by M. Jean Parmentier, a leading French financial expert who represented France at the Dawes and Young Plan conferences, and which has been published in *Le Matin* by its well-known foreign political editor, M. Jules Sauterwein. Parmentier declares that the Soviet Five Years Industrialization Plan will succeed at any rate up to 75 or 80 per cent, and that this will mean that the Soviet Union will then constitute a terrible menace to the rest of the world, as she will be in a position to ruin economically the industries of all countries which like Germany and Great Britain depend mainly on their export trade.

Parmentier estimates that within two years time Russia will be producing 17,000,000 tons of cast-iron, whereas ten millions will be for export, and that similar results will be attained in other branches of industrial production. To show what this will mean for the industries of other countries the French expert takes as an instance oil, where cheap Russian mass production has already resulted in a 50 per cent. reduction of world prices and has put even the biggest oil concerns into serious difficulties.

Time to Stop.

Vossische Zeitung in its editorial comment says: "Without adopting the excited delusions of *Le Matin*, we believe that it is about time for Germany, lying as she does nearest to Russia, to occupy herself seriously with the economic consequences of a successful execution of the Piatiletko Germanisation, the leading organ of the Clerical Centre Party, after stressing the fact that M. Parmentier's judgment must be considered as carrying special weight because he is entirely unaffected by sentiment but guided solely by sober economic observation, suggests that it is short-sighted and only to our detriment for European industry to continue helping Russia in the realization of her Five Years Plan by selling her machinery and technical experts to her."

LORD IRWIN-GANDHI DISCUSSION.

GOVERNMENT DECLINES TO IMPART INFORMATION.

[BRITISH WIRELESS SERVICE.]

RUW, March 2. The Secretary for India, Mr. Wedgwood Benn, was questioned in the House of Commons regarding the result of the discussion between the Viceroy of India and Mr. Gandhi.

He replied that as the "conversations" were still proceeding he was unable at present to make any statement.

In reply to another question, he said he was still unable to make a statement on the Government's plans for carrying on the work of the Round Table Conference.

Asked if it was intended that the Round Table Conference not requiring an amendment of the Government of India Act should be proceeded with, Mr. Wedgwood Benn said the Government of India had announced that a Committee would be set up at an early date.

He added there might be other administrative action which could be taken, and consideration would be given to such a possibility, but he would take every means of informing the House of Commons of anything it was intended to do.

Salt Law Agreement Reached.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, March 2.

Agreement regarding the Salt Law was reached to-day between the Finance Minister, Sir George Schuster, and Gandhi.

Apparently the Lord Irwin-Gandhi "talks" reached a stage at which the Salt Law was the main obstacle in the path to peace between the Government and the Congress party.

Lord Irwin requested Sir G. Schuster to see Gandhi in order to furnish the Viceroy with a fixed formula before the latter receives Gandhi later to-day.

Sir G. Schuster and Gandhi met at 11 a.m.

Political circles are optimistic that the Lord Irwin-Gandhi meeting will result in a settlement.

U.S. IMMIGRATION RESTRICTION BILL.

PASSED BY THE HOUSE OF REPRESENTATIVES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 2.

The House of Representatives passed the Immigration Restriction Bill.

SINO-POLAND TREATY OF COMMERCE.

WARSAW DIET PASSES BILL'S THIRD READING.

[THROUGH REUTER'S AGENCY.]

WARSAW, March 3.

The Diet passed the third reading of a Bill authorising a Treaty of Commerce and Navigation with China, including two Notes relating to the protection of mutual culture and religion.

BRITISH MINISTER RESIGNS.

OUT OF SYMPATHY WITH GOVERNMENT'S POLICY.

[THROUGH REUTER'S AGENCY.]

LONDON, March 2. Sir Charles Trevelyan has resigned the portfolio of the Minister of Education.

Mr. H. B. Lees-Smith, the Postmaster-General, has been appointed to succeed Sir Charles Trevelyan, and Major C. R. Attlee, M.P., succeeds Mr. Lees-Smith.

Blocking Main Line of Effective Advance.

The correspondence between Sir Charles Trevelyan and Mr. Ramsay MacDonald has been published and shows that Sir Charles Trevelyan resigned owing to the House of Lords rejecting the School Attendance Bill, thereby "blocking the main line of effective advance"; also, because he was unable to anticipate that Mr. Snowden at present will agree to the introduction of free secondary education, "which is the other big thing we ought to be doing."

Sir Charles Trevelyan says that he is very much out of sympathy with the general policy of the Government, which ought to be occupied in demonstrating to the country that Socialism is the alternative to economy and protection.

[Major Clement Richard Attlee has been Chancellor of the Duchy of Lancaster since 1930, when he succeeded Sir Oswald Mosley in that post.]

AUSTRALIA'S CABINET RECONSTITUTED.

MR. SCULLIN SUPPORTED BY THE MODERATES.

[THROUGH REUTER'S AGENCY.]

CANBERRA, March 2.

The Premier, Mr. J. Scullin, henceforth is assured of the support of a loyal band of moderates in consequence of the ballot instituted by the Labor caucus after all existing portfolios and positions had been declared vacant.

The ballot resulted in a triumph for Mr. Scullin, who, with Mr. Theodore and other moderates, were re-elected.

The Extremist Ministers, Mr. Ansett and Mr. Bonney, were ejected.

Mr. Scullin re-allots his portfolios to-morrow.

SYDNEY, March 2.

Mr. Scullin has completed his re-constituted Cabinet.

Senate Expected to Reject Currency Expansion.

SYDNEY, March 3.

In the reconstituted Cabinet Mr. Scullin is Prime Minister, and Minister for Foreign Affairs and Industry, and Mr. Theodore is Treasurer.

As the Senate is expected to reject the Government's proposal to expand the currency by £18,000,000 the possibility of a dissolution of Parliament is looming large.

A meeting of the Nationalist Caucus to-day decided to move a vote of non-confidence in the Scullin Government at the earliest opportunity, probably on Thursday.

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At 9.15 P.M.
11th March, at 5.15

Booking at
ANDERSON'S

THE WOOLLEN GOODS TRADE IN CHINA.

RAPID PROGRESS BY ITALY AND GERMANY.

ENGLAND STILL LEADS BUT AWAKENING NECESSARY.

The Statistical Branch of the Imports and Exports Department has kindly supplied us with the following figures of imports of woollen goods to China. The figures are for the last nine months of the years 1922, 1923, 1924, and 1930.

It is not a reassuring report from the point of view of the British manufacturer and trader. Our total over the period easily leads, being nearly nine times that of Germany our next rival. But for last year our total was 2,432,000 as against 2,128,000 in 1923 and 2,154,000 in 1924. The year 1930 found Italy to be a serious new competitor, her figures being 2,110,774, while Germany had increased to 2,202,000. There is, therefore, real need for Great Britain to hasten herself or there will be a repetition of the cotton debacle.

Imports of Woollen Goods (Hong Kong) for three Quarters (April to December).

Countries.	A.D. 1922.	1923.	1924.	1930.	Total.
British Empire:					
Australia	2270	2270	2241	2477	21,056
Canada	111	111	107	103	321
Egypt	8	8	8	8	6
India	1,203	1,203	1,203	1,203	2,017
South Africa	102	102	102	102	211
Straits and F.M.S.	2,410	2,410	2,410	2,410	2,054
United Kingdom	711,405	1,238,035	2,154,200	431,955	4,585,955
Belgium	3,710	14,005	4,014	44,635	68,484
China, North	64,368	33,715	9,474	14,284	121,840
China, Middle	37	38			159
China, South				2,087	2,087
Central America	65				65
Denmark		1,640			1,640
France	5,769	9,133	16,822	57,648	89,372
French Indo China	117	1,353	72	70	1,621
Germany	51,570	126,447	105,036	202,632	546,704
Holland	407	5,586	10,591	5,472	22,556
Italy		63	10,217	110,774	121,054
Japan	5,251	2,637	6,080	11,372	25,340
Kwong Chow Wan				10	10
Macao				307	307
Netherlands East Indies		503	242		745
Philippines		125			125
Siam			2,551		2,551
Sweden		1,017	1,235	2,382	6,716
U.S.A.	2,082	26		2,474	2,500
Other Countries					
Total	2,840,278	21,487,775	22,385,335	2,887,807	25,607,255

Statistical Record of Woollens Imported During Period April to December, 1930.

	United Kingdom.		Belgium.		France.		Germany.		Japan.	
Heading.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Lbs.	\$					Lbs.	\$	Lbs.	\$
Blankets, Wool and Union, including Rugs	574,073 yds.	1,127,677 8					30,101	78,530	13,619	32,471
Brilliantines, Lustres, Mohairs, and Orleans	17,052	26,166					2,868	3,506	4,403	1,370
Camlets and Long Ella or Serge and Spanish Stripes (Wool-lens)	340,033	27,544								
Cashmeres, Wool and Union	185,854	556,150	33,323	72,720	3,330	4,000	54,766	221,252	900	600
Flannels, Wool and Union	92,006	119,797	1,729	3,620	2,400	4,050	1,100	1,600	552	513
Lustings, Worsteds and Medium & Broad-cloth	9,407	23,709							207	693
Meltons: Plain, Printed and striped	15,330	26,006					200,240	275,238		
Serge, all description, N.O.E.	878,538	1,894,294	130,874	203,520	114,480	151,237	1,126,144	1,348,017	950	2,545
Suitings and Tweeds	157,838	336,409	38,257	122,018	155,537	653,750	75,860	105,561	6,037	12,210
Union Clothes (wool and cotton mixtures including Army cloths, Beavers, Presidents and Vicunas)	190,025	374,453	253,572	181,836	14,192	10,729	60,623	63,558	122,414	77,091
Woollens, Heavy (Cloakings, overcoatings, etc.)	7,400	43,624	1,215	2,098	2,755	8,697	17,532	74,453	200	600
Woollens Goods, N.O.E.		254,930		63,515		35,098		57,368		3,090
Total		25,350,035		2,850,845		8,877,000		82,378,743		213,255

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report and local time.
2 p.m.—Close down.
5 to 7 p.m.—Chinese programme.
6 to 8.30 p.m.—Chinese children's programme.
7 to 11 p.m.—European programme.
H.M.V. and Victor records loaned by Messrs. Montie & Co.
7 p.m.—Winning ponies and placed ponies will be broadcast from the Studio.
7.05 to 7.25 p.m.—Concerto for Violin and Orchestra (Egner)—Beatrice Harrison and the New Symphony Orchestra, conducted by Sir Edward Elgar.
7.25 to 7.30 p.m.—

Humorous Numbers.

Song—"Filthy Lucre"—Wish Wynde.
Song—"It"—George Baker (Baritone).
Dialogue—"My Wireless Set"—John Henry and Blossom.

Song—"You in the Market for You"—Gracie Fields.
Monologue—"Our District Visitor"—Wish Wynde.

7.50 to 8.12 p.m.—A selection of old ballads by John Goss (Baritone) and the Cathedral Male Quartette.

"Walk Him Along Johnny—Johnny Comes Down to Hilo—O Shallow Brown—Miss Lucy Long."
"Haul Away Joe—Wh! Shall We Do With the Drunken Sailor—Fire Down Below—Hullabaloo Bally."

"Blow the Man Down—Tom's Goin' to Hilo—Lowlands—Highland Laddie."

8.12 to 8.30 p.m.—Organ Solos.

"A Brown Bird Singing" (Haydon Wood)—Reginald Foot.
"Schon Rosmarin" (Froster)—Reginald Foot.
"Love's Garden of Roses" (Haydon Wood)—Reginald Foot.
"Chanson" (In Love) (Friml)—Reginald Foot.
"Eleanor" (Hanley)—Reginald Foot.

"A Musical Trip Round the World"—Reginald Foot.

Gilbert and Sullivan.
"Iolanthe"—The Band of H.M. Coldstream Guards.

"Pirates of Penzance"—The Band of H.M. Coldstream Guards.
"H.M.S. Pinafore"—The Band of H.M. Coldstream Guards.
"The Yeomen of the Guard"—The Band of H.M. Coldstream Guards.
9 p.m.—Weather report, local time, etc.
9.05 to 11 p.m.—Dance programme.
11 p.m.—Close down.

UNION WATERBOAT CO.

DIVIDEND \$1.25; BONUS 25 CENTS.

The Union Waterboat Company, Limited, advises that, subject to audit, the net balance at credit of Profit and Loss account for the year ending December, 1930, is \$45,406.84, which amount the members of the Consulting Committee will, at the approaching meeting of shareholders, recommend to be allocated as follows:—
Pay a dividend of \$1.25 per share \$54,633.75
Pay a bonus of \$0.25 per share 0,930.75
Carry forward to new account 3,662.34
\$45,406.84

DANCING DISPLAY.

MISS CAPELL'S PUPILS TO-DAY AT THEATRE ROYAL.

The ninth annual dancing display, given by the pupils of Miss Violet Capell, will be given at the Theatre Royal this afternoon at 5.30 p.m., and repeated at the same hour on Friday.

These annual displays are always looked forward to, not only by the pupils themselves and by their parents, but by a large number of other people who enjoy the pretty sight of children dancing. Miss Capell seems to have an inexhaustible fund of ideas for the arrangement of dances, and the display, though it must be somewhat on the same lines each year, is always fresh and interesting.

A part of the profits, after expenses are paid, are sent to the London Hospital, and in order that this sum may be as substantial as possible, Miss Capell asks the parents to buy at least one of the (Continued on next column.)

CRIME CLUB RECOMMENDATIONS.

That queer organisation in London, the Crime Club, Limited, announces that the February book of the month is Philip Macdonald's *Murder Goes Mad*. This detective novel by the author of *The Nurse*, deals with murder on the grand scale. Inspector Pike, whom Macdonald readers will be glad to meet again, is put on the track of the butcher. The Club also recommended Ralph Rodd's *Midnight Murder* in which attempts against Vihna Leigh's life follow one another with incredible ruthlessness, and J. S. Fletcher's *The Murreton Mystery* and other stories.

dresses which are provided for their own child.
Miss Capell asks us to announce that flowers, etc., can be handed up to the dancers after the performance on Friday, but not after Wednesday's performance.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

THURSDAY, MAR. 5, 1931,

COMMENCING AT 10.30 A.M.

At No. 8, KING'S TERRACE (2nd Floor), KOWLOON,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

and

A SELECTION OF BLACKWOOD WARE.

On View from WEDNESDAY, the 4th MARCH, 1931.

TELEGRAMS: CASH ON DELIVERY.

LAMBERT BROS., AUCTIONEERS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

TUESDAY, MAR. 17, 1931,

COMMENCING AT 9.30 A.M.

At KOWLOON NAVAL DEPOT,

OLD AND SURPLUS VICTUALLING STORES

Comprising—

Clothing, including Gorge, Flannel, Duck and other Remnants, Blankets, Moss Gear, including Electro-plate, Cutlery and Hardware

Also

Condemned Discards for Poultry Feeding, etc., etc.

On View from MONDAY, the 16th MARCH, 1931.

TERMS OF SALE:—AS DETAILED IN CATALOGUE.

LAMBERT BROS., AUCTIONEERS.

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WHATEVER ASSEMBLY ONE ENTERS, THE PERSONALITY OF A SMARTLY DRESSED MAN IS FELT AND RESPECTED.

TO BE WELL DRESSED IS A SOCIAL DUTY. AND THIS IS EASILY CARRIED OUT AT

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BRAND
CEMENT WATERPROOFER
Covers
FLOORS, WALLS,
ROOFS, etc.
See how easy it is to use. Buy the Pudlo from the Cement & Sand Co. Ltd. (The only Pudlo in the market.)
DODWELL & CO., LTD.
Hong Kong.

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A SHIPMENT OF
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TUBORG
Purveyors to
The Royal Danish Court.
The most popular
Danish Beer
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CALDBECK MACGREGOR & Co., Ltd.
(Incorporated under the Companies Ordinances of Hong Kong.)
PRINCES BUILDING, ICE HOUSE STREET.

STAR
Commencing Saturday, March 7th.
4 NIGHTS ONLY 4
Edward Branscombe Presents
THE WESTMINSTER GLEE SINGERS
SOMETHING TO SUIT ALL TASTES
SPECIAL MATINEE: SATURDAY AT 5.30
Children Half Price.
Booking at Montie's and Star. Prices \$4.40, \$3.30, \$2.20, \$1.10.

CENTRAL THEATRE

TO-DAY TO SATURDAY
DAILY AT
2.30, 5.10, 7.15 & 9.20 p.m.

UNIVERSAL'S SUPER-
EXTRAVAGANZA
ECLIPSES ANY PICTURE
EVER SHOWN

ALL-SINGING, ALL-DANCING,
ALL-TECHNICOLOR

entertainment:



JOHN BOLES
What sound did the silent screen, this amazing picture does for the sound screen. Hear JOHN BOLES sing "Song of the Dawn," "Monterey," Hear JEANIE LANG America's newest sensation, croon "I'd Like to Do Things For You," "Ragumuffin Romance," Hear JEANETTE LOFF sing "My Bridal Veil." Be prepared to gasp at all this gorgeous all-Technicolor picture with its intimate humor and red-hot rhythm.



A SUPER-PRODUCTION
AT ORDINARY PRICES.

NEXT CHANGE

HEAR THEM ON THE
SCREEN—FUNNIER
THAN EVER!



THE TWO
BLACK CROWS
MORAN & MACK
"Why Bring That Up?"



LAUGHS GALORE—
GIRLS BY THE SCORES

Bookings at Andersons and
the Theatre (Tel. 25720).

THE SILVER SCREEN.

QUEEN'S THEATRE.

LET US BE GAY.

"Let Us Be Gay" is the third famous stage play brought to the talking screen by Norma Shearer. Miss Shearer made her talking debut in "The Trial of Mary Dugan," and later appeared in "The Last of Mrs. Cheyney," both notable theatre successes. Ann Harding creating the title role in the former and Ina Claire starring in the latter. Francine Larrimore played in the stage production of the smart drama in which Miss Shearer now appears on the screen.

Robert Z. Leonard directed the new Metro-Goldwyn-Mayer film which is now showing at the Queen's Theatre with Rod La Rocque in the leading masculine role. The supporting cast includes Marie Dressler, Raymond Hackett, Sally Eilers, Hedda Hopper and Gilbert Emery.

BIG TIMBERMEN IN O'BRIEN
PICTURE.

An entire crew of lumberjacks got an unexpected opportunity to appear in talking pictures recently during the filming of the Fox Movietone outdoor production "Tough Romance," which comes as next charge to the Queen's Theatre. The lumberjacks, employed at Mineral, Washington, in the heart of the Cascade country, were required merely to "be themselves" in certain sequences of the story in which George O'Brien, famous portrayer of outdoor roles, himself took the role of a woodsman.

Miss Helen Chandler, who scored such a success as heroine of "The Sky Hawk," plays the feminine lead, opposite O'Brien, with such well-known players as Antonio Moreno and Noel Francis in other leading roles. The picture was directed by A.F. Erickson, who moved his entire company to Longmire, Washington, in order to secure absolute authenticity of background for which is said to be the first all talking drama of the north woods.

CENTRAL THEATRE.

"KING OF JAZZ."

Only a modern motion picture studio could possibly have procured the vast resources necessary to bring into being such a super-spectacle as Universal's "King of Jazz," the all-dancing, all-Technicolor "revue of revues," now playing at the Central theatre.

As seen and heard upon the screen, "King of Jazz" is the superlatively in entertainment. But in order to build and present such a production, technical problems which would have been insurmountable in any other industry were met and solved. Since the entire film was photographed in Technicolor, a tremendous amount of electric energy was necessary to bring out the impressive beauty of the huge sets and the delicate shadings of the thousands of costumes. Batteries of hundreds of high-powered incandescent lamps were assembled. As much as 4,000,000 candle-power was used at one time on the tremendous "Melting Pot" set alone.

Because "King of Jazz" is essentially a musical picture, with Paul Whiteman and his entire band in the starring role, elaborate measures were taken to ensure a sound quality which has proven to be incomparably superior to anything hitherto heard on the sound screen.

The material which went into the making of the hundreds of costumes worn by those who appear in the film would furnish dresses for all the women of a small city. In the "Melting Pot" number alone more than 2,000 costumes were used, all especially designed for the film, as were the sets and the other costumes.

Danny Hall and Thomas O'Neil, in charge of the technical side of the picture, succeeded in creating for "King of Jazz" effects which never before have even been conceived.

"WHY BRING THAT UP?"

Because of a toothache, Charles Mack is famous to-day. Throughout the world the team of Moran and Mack, the Two Black Crows, is known because George Moran can talk with such pitiful earnestness and Charles Mack can be so dumb in such a woeful, sleepy voice. Mack explained how he got this way. One day he had a toothache. He kept on smiling and doing his vaudeville turn. Finally he was so miserable he didn't know whether he worked or not and in this frame of mind he went on the stage. "I started in real and like because I was, and the audience began to

snicker. The sicker I got, the sadder I spoke and the more peevish I appeared, the louder they laughed. I answered seven curtain calls, wanting to go to sleep on the stage each time." He has been talking that way ever since.

In their first motion picture, appearance, Moran and Mack, the Two Black Crows, present something that their early life and how they happened to team up together and form this hilarious fun-making team. The picture has been aptly titled after that famous expression of their "Why Bring That Up?" "Why Bring That Up?" was written by Octavius Roy Cohen, the author who made Birmingham famous with his "Darktown characters." He has woven Moran and Mack into a sweeping tale taking them from obscurity to fame. "Why Bring That Up?" will be both seen and heard at the Central Theatre on next change.

WESTMINSTER GLEE SINGERS.

MUSICAL FEAST COMING TO
"THE STAR."

Hong Kong music-lovers and theatregoers will have the pleasure of renewing acquaintance with that favourite band of entertainers, Mr. Edward Branscombe's Westminster Glee Singers, in their new home, the Star Theatre, Kowloon, for a farewell four nights only, commencing on Saturday, March 7.

There is no doubt of a hearty welcome back being afforded to Messrs. Donald Reid (the distinguished alto and pianist), Ernest McKinlay (the brilliant leading tenor), Robert Scott (Scotland's gifted young tenor), James Barber (the eminent bass), Albert Groome (the novel and refreshing comedian, with a rare singing voice as well), and Messrs. Wilfrid Thomas, William Lowry and Maxwell Oldaker, to say nothing of the six delightful boy sopranos.

Shanghai has responded as keenly to the Glee Singers as did Hong Kong, and the season they are at present playing at the Embassy Theatre could be prolonged but for definite arrangements to open in Singapore on March 17, which must be adhered to. The Westminster Glee Singers will probably be the last touring company to visit here for some considerable time—certainly the last of such magnitude—so Hong Kong audiences are bound to seize these opportunities and see a company whose merit has been tried and undoubtedly proved here, in a fresh batch of new items.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

RUSSIA, March 2.	
Paris	123.97
New York	4.85 25/32
Brussels	34.84
Geneva	25.23
Amsterdam	12.11
Antwerp	12.71
Berlin	20.43
Stockholm	18.13
Copenhagen	18.13
Oslo	18.13
Vienna	34.53
Prague	164
Helsingfors	1034
Madrid	46.50
Lisbon	108.25
Athens	374
Bucharest	617
Bombay	4 1/10
Rio	374
Buenos Aires	331
Montevideo	331
Bombay	1/52
Shanghai	1/21
Hong Kong	104
Yokohama	27 1/32
Silver (spot)	124
Silver (forward)	12 9/13

CLASSIFIED ADVERTISEMENTS.

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TO LET—GROUND FLOOR of No. 2, DEE WOEI ROAD, GARDIA. At present in the Occupation of the NETHERLANDS INDIA COMMERCIAL BANK. Available from 1st APRIL, 1931. Apply to DAVID SASSOON & Co., Ltd. [10303]

TO LET—FRANCE EDWARD HOUSE, Kowloon. 4 Rooms. Flat with All Modern Conveniences and Garage. Apply to: OREBIT FONOLIER, D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING [243]

KIDNAPPERS' DODGE.

HOW CHILDREN ARE ATTRACTED.

Two Chinese women were charged, before Mr. Hamilton at Kowloon Magistrate's yesterday, with having kidnapped a child but when it was revealed that they had helped to recover the child, the magistrate said he would only sentence them to six months' imprisonment, the usual penalty being twelve months.

It was stated that the defendants were the members of a gang of fifteen kidnapers, of whom eleven have been arrested, the last to be sentenced being three men who were recently before the Court. The gang occupied three huts in Po Kong village, Kowloon City, and the three men, at present undergoing terms of imprisonment, rode around the district on bicycles with a live bird. Whenever they met a child they gave him the bird to play with and then took him away to get more.

Victims were taken to one of the three huts and then removed to a second the same night. The following day they would have their hair cut and their clothes changed, eventually being taken to the country.

DEATH OF MRS. SOONDERAM.

The local Hindu Community has suffered a great loss in the death of Mrs. Alaiya Soonderam which occurred at her residence, No. 224 Wanchai Road, yesterday afternoon.

Mrs. Soonderam, who was in her fifty-fifth year, was well-known in Hong Kong. Her kind disposition and her generous nature had en-

deared her to a large circle of friends. She had been in bad health for a considerable time and although her death was not unexpected, still it came as a great shock to all her friends and relatives.

The deceased is survived by a son, a daughter and her husband, Mr. Soopin Soonderam, who is an old servant of the Hong Kong Government. Mr. Soonderam holds the unique record of having been in one department throughout the length of his service of nearly 33 years. He is senior Clerk in the Mercantile Marine Office.

The funeral takes place to-day at the Hindu Cemetery, Happy Valley, the cortege leaving No. 224 Wanchai Road at 5.15 p.m.

Controversy about the Lord Haig memorial fontaine. To show that opinion is not unanimous the following letter is reprinted from the Times. Sir,—It is a pity Mr. Hardiman consented to alter the first model he made of the Lord Haig statue, instead of saying, "Here is my work; take it or leave it." No great work of art has ever been produced unless the artist had complete freedom to execute it according to his own ideas, and it seems quite a new principle that an artist should be asked to incorporate into one of his works the ideas of other people. Personally I was not greatly in love with the first model, but what marks of individuality it possessed have now entirely disappeared, and by the time friends of Lord Haig on the other hand and connoisseurs of horse may get some patchwork more or less accurate in detail, but it will certainly not be a work of art, and will end up in pleasing nobody.



AFTER THE GAME—

A Cup of refreshing and invigorating Lipton's Tea seems to pick you up and make you feel rested. There is no tea in the whole world as good as Lipton's, and this is borne out by the fact that it has the largest sale in the World.

LIPTON'S
TEA

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

REPORT FOR JANUARY, 1931.

The report of mining operations for the four weeks ending January 30, 1931, was as follows:—

Development.—The total footage of development work completed for the period is 821 1/2 feet, made up as follows:—

Sinking 12 1/2, crosscutting 50, driving 312, total 821 1/2.

The tonnage mined and crushed for the same period is 2,574 tons, and the recovery is 13.35 dwts. fine gold per ton, giving a satisfactory profit.

Development work has been satisfactory and good values maintained.

The Cyanide Plant treated 510 tons of low grade concentrates, which also gives profit.

BUKIT KOMAN AREA.—The tonnage mined and treated from this area totals 924, and development work done 314 1/2 feet.

340 ft. Level.—South drive extended 20 ft. and crosscut East made for 6 ft. which cut formation with good indications. Rise to 210 ft. level is being repaired for passing mullock.

440 ft. Level.—South drive extended 17 ft. and winze sunk 4 ft. 340 ft. Level.—18 ft. crosscutting, etc., stopping on ore 7 ft. wide going 23.5 dwts.

640 ft. Level.—9 ft. driving, rising, etc. Lode intersected ore 2 ft. wide going 13 dwts.

740 ft. Level.—10 ft. driving and sinking in South end, Winze connected to level. Stopping ore 4 ft. wide going 12 dwts.

840 ft. Level.—Crossing East towards old winze leaders cut carrying specimen gold.

940 ft. Level.—14 ft. driving and rising, etc., ore 4 ft. wide, value 15.6 dwts.

Old North Shaft.—16 ft. driving connected with Derrick South workings, ore 3 ft. wide 4 dwts.

Shallow Workings.—774 1/2 ft. driving and sinking, etc., on small lodes value 5.5 dwts.

ANDERSON & LILBURN.—Tonnage mined and treated from this area is 710 tons; development done 63 feet.

260-430 ft. Level, Anderson.—5 ft. winzing ore 2 ft. wide, value 23.9 dwts.

360 ft. Level, Lilburne.—North end 27 ft. driving and rising, ore 4 ft. wide value 11.9 dwts. Intermediate drive North advanced 13 ft. Top stop ore 6 ft. wide value 23.6 dwts.

Stope Shaft East.—9 ft. driving and sinking, ore 4 ft. wide, value 6 dwts.

DERRICK AREA.—740 tons have been mined and treated, while development work has been done up to 154 feet.

200 ft. Level.—Main and West lodes each driven South 4 ft. Other work done in shallow lodes about 2 ft. wide going 5 dwts.

CONSTRUCTION.—Cams, grizzly bars, etc., installed in number 11 stamper battery which was started and ran satisfactorily. 2 new ore bins at Bukit Koman were completed and put in use and repairs started on old bins.

New 188 h.p. air compressor unloaded at mine, and foundation partly constructed, etc.

Repairs, etc., include new air pump at No. 2 Level Derrick, Amalgam Barrel New Foundation, etc., Electric High Tension line new posts to dredges and 6 posts erected as replacements on Raub Line.

Temporary oil feed tank on Roaster failed, causing accident, stronger tank is under construction. 5 tons of castings were made for liners, etc.

CYANIDE PLANT.—510 tons of low grade concentrates treated for a return of 91.80 ozs. bullion.

DREDGE.—2,360 yards treated on day shift only, for a return of 27.00 ozs. bullion, showing profit.

Battery tonnage.—40 stamps worked for 27 days.

Bukit Koman area 924
Anderson and Lilburne area 710
Derrick area 740

Amalgam.—4,092 ounces won.
Smelted Gold:—

Battery 1,705.00
Cyanide Plant 84.92
Dredge 27.00
Total 1,816.92

QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



"The Divorcee"
Star—

NORMA
SHEARER
"LET US
BE GAY"

A Metro-Goldwyn-Mayer
ALL TALKING PICTURE

THE YEAR'S
OUTSTANDING
TALKIE

with
Marie Dressler
Rod La Rocque
Gilbert Emery
Hedda Hopper

A Robert Z.
Leonard
Production

ADDED ATTRACTION—

STAN LAUREL
and
OLIVER HARDY

"BLOTTO"

HEARST NEWSREEL

NEXT CHANGE—



ROUGH
ROMANCE

A robust
movietone
drama of the vigor-
ous North

with
GEORGE O'BRIEN
HELEN CHANDLER
ANTONIO MORENO
NOEL FRANCIS

STAR

FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

PERCY
MARMONT

in
"IF WINTER
COMES"

Mightier than the Book.

CHINA NAVIGATION COMPANY, LIMITED.

FOOCHOW, SHANGHAI, CHEFOO & TIENTSIN	"CHENGTO"	On 4th Mar., 1 a.m.
SHANGHAI	"KANCHOW"	On 4th Mar., 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 4th Mar., 5 p.m.
NINGPO & SHANGHAI	"NINGPO"	On 5th Mar., 5 p.m.
AMOI	"ANKING"	On 8th Mar., 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"BOOHOOW"	On 8th Mar., 8 a.m.
SWATOW & HANGKOW	"KAYING"	On 8th Mar., 11 a.m.
SWATOW, AMOI, SWATOW & FOOCHOW	"ANHUI"	On 9th Mar., 3 p.m.
SHANGHAI, NEWCHOW & DALNY	"TEAN"	On 9th Mar., 5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 10th Mar., 6 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 11th Mar., 5 p.m.
HOIHOW & HANGKOW	"KWEIYANG"	On 12th Mar., 2 p.m.
HOIHOW, PAKHOI & HAINAN	"KINGYUAN"	On 13th Mar., Noon
SHANGHAI	"KINGCHOW"	On 13th Mar., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 15th Mar., 9 a.m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 15th Mar., 8 a.m.
HOIHOW, PAKHOI & HAINAN	"KINGCHOW"	On 27th Mar., Noon

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(Australasian Newspapers on file)

STEAMER	From Hong Kong	Leave Hong Kong	Leave Manila	Leave Sydney
TAIPING	13th Mar.	20th Mar.	23rd Mar.	8th Apr.
CHANGTAE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	15th May	22nd May	25th May	7th June
CHANGTAE	12th June	19th June	22nd June	8th July

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COPENHAGEN AND OTHER SCANDINAVIAN
& BALIC PORTS.

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Other Sailings—	Shanghai, etc.	Continents, etc.
M.S. "Annam"	5th Mar.	5th April
M.S. "Selandia"	10th Mar.	10th April
M.S. "Danmark"	28th Mar.	27th April
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

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[4]

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Twelve Months—or longer!
Enclose Notes or Cheque for
£4, £8 or £16, and

WE WILL DO THE REST

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG STANDARD TIME	MARCH 2, 1931.					MARCH 3, 1931.				
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Wladivostok	12	29.90	75.9	SW	2	6	29.94	76.0	WSW	1	...
Nemuro	11	30.06	76.3	W	2	5	30.10	76.4	W	3	...
Hakodate	...	30.28	76.3	NW	3	...	30.34	77.0	NNW	1	...
Tokio	...	30.87	77.1	SE	1	...	30.88	77.1	WSW	1	...
Kochi	...	30.41	77.2	SSE	1	...	...	...	...	...	...
Nagasaki	...	30.57	77.1	ENE	1	...	30.32	77.0	NW	1	...
Kagoshima	...	30.33	77.0	N	1	...	30.32	76.7	SE	1	...
Oshima	...	30.28	76.9	NE	2	...	30.12	76.5	E	2	...
Naha	...	30.20	76.7	E	2	...	30.04	76.3	ESE	3	...
Ishigakijima	...	30.20	76.7	NW	1	...	30.32	77.0	E	0	...
Bonin Island	...	30.37	77.1	NNE	2	...	30.37	77.1	S	1	...
Chefoo	15	30.37	77.1	ESE	2	...	30.13	76.4	E	2	...
Shanghai	14	30.43	77.2	E	4	...	30.19	76.8	E	4	...
Qantchoi	...	30.30	76.9	N	2	...	30.09	76.4	NW	2	...
Wenchow	...	30.30	76.9	N	2	...	30.00	76.2	S	2	...
Foochow	...	30.17	76.8	E	3	...	29.94	76.5	SSW	2	...
Amoy	...	30.09	76.8	E	3	...	...	...	...	...	...
Swatow	...	30.15	76.7	E	4	...	30.01	76.2	...	...	...
Taihou	11	30.16	76.6	E	4	...	30.01	76.1	...	...	...
Taiwan	...	30.13	76.5	E	4	...	30.01	76.0	...	...	...
Koshu	...	30.21	76.4	NE	4	...	30.01	76.0	...	...	...
Pescadore	...	30.16	76.3	NNE	4	...	30.01	76.0	...	...	...
Hong Kong	14	30.06	76.3	E	5	...	30.01	76.0	...	...	...
Gap Rock	...	30.03	76.2	E	5	...	30.01	76.0	...	...	...
Macao	...	30.02	76.2	ESE	4	...	30.01	76.0	...	...	...
Hoibow	...	30.02	76.2	SE	1	...	30.01	76.0	...	...	...
Pratas Island	...	30.02	76.2	ESE	6	...	30.01	76.0	...	...	...
Phulien	15	29.99	76.3	E	4	...	30.01	76.0	...	...	...
Tourane	...	29.98	76.3	SE	4	...	30.01	76.0	...	...	...
Cape St. James	...	29.95	76.2	ESE	6	...	30.01	76.0	...	...	...
Basco	14	29.99	76.1	E	4	...	30.01	76.0	...	...	...
Aparr	...	29.93	76.0	NE	2	...	30.01	76.0	...	...	...
Tuguegarao	...	29.93	76.0	...	...	...	30.01	76.0	...	...	...
Vigan	...	29.99	76.1	WSW	4	...	30.01	76.0	...	...	...
Manila	...	29.90	75.9	ESE	4	...	30.01	76.0	...	...	...
Legaspi	...	29.91	75.9	NE	4	...	30.01	76.0	...	...	...
Calbayog	...	29.89	75.9	NE	4	...	30.01	76.0	...	...	...
Tacloban	...	29.85	75.8	NE	4	...	30.01	76.0	...	...	...
Hilo	...	29.89	75.9	NE	4	...	30.01	76.0	...	...	...
Cebu	...	29.88	75.9	N	2	...	30.01	76.0	...	...	...
Surigao	...	29.88	75.8	NE	6	...	30.01	76.0	...	...	...
Shipan	11.00	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.90	75.9	E	6	...	4.22	...	...	...	...
Yap	11.00	29.91	75.9	NE	4	...	29.91	75.9	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.83	75.7	N	6	...	29.83	75.7	...	...	...

March 3d. 10A. 28m.—A belt of high pressure extends from north of Peiping to the Bonins and a depression lies over Indo-China.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1, 0.93 inch, against an average of 8.29 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 4.

- 1.—Formosa Channel N.E. or variable winds, moderate.
2.—South coast of China between Hong Kong and Lamocks N.E. winds, moderate; fine at first, light rain
3.—Hong Kong to Gap Rock N.E. winds, moderate; fine at first, light rain
4.—South coast of China between Hong Kong and Hainan and fog later.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 3.

Previous On Date	On Date	On Date
Day	at 4 p.m.	at 10 a.m.
Barometer...	30.04	30.01
Temperature...	57	62
Humidity...	51	81
Wind...	E	E
Direction...	E	E
Force...	4	3
Weather...	OD	B
Rain...	0.04	0.01

Highest open-air Temperature, 2:58

Lowest open-air Temperature, 3:57

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; S=Squalls; R=Rain; T=Thunder.

\$8.00

will keep you in
touch with Hong Kong
news for six months

AFTER YOU GO AWAY

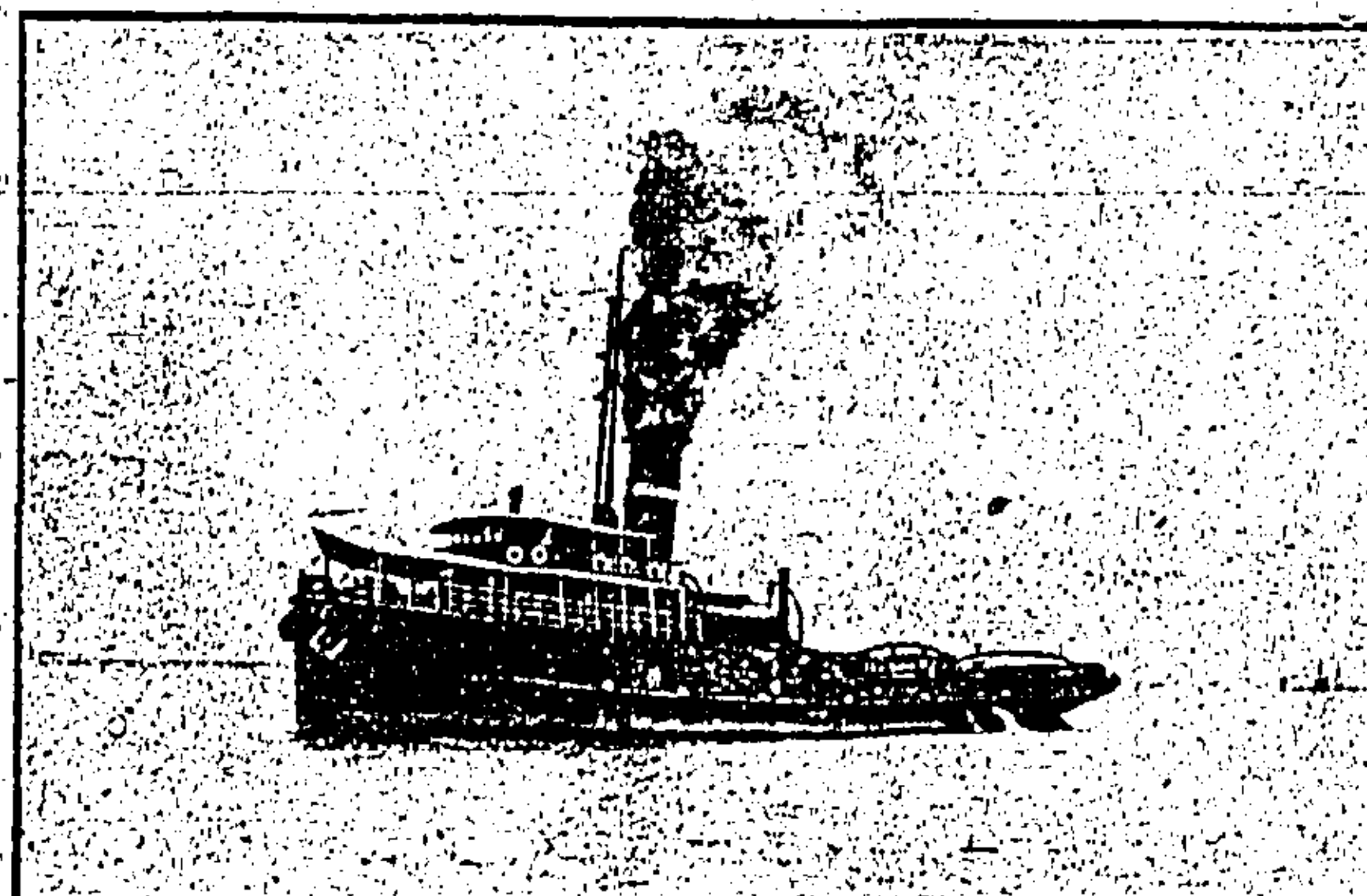
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B. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sun., 8th Mar., at 7 a.m.
	"KWAISANG"	Wed., 11th Mar., at 7 a.m.
	"MOOSANG"	Sun., 15th Mar., at 7 a.m.
	"WAISHING"	Wed., 18th Mar., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed., 4th Mar., at 8 p.m.
	"SUISANG"	Mon., 9th Mar., at 8 p.m.
	"HOSANG"	Satur., 21st Mar., at 8 p.m.
OSAKA via AMOI, SHANGHAI, MOJI & KOBE	"KUTSANG"	Tues., 17th Mar., at 7 a.m.
OSAKA via AMOI, SHANGHAI, & KOBE	"YUENSANG"	Tues., 31st Mar., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG"	Fri., 17th Apr., at 7 a.m.
SANDAKAN	"MAUSANG"	Wed., 11th Mar., at Noon
	"HINSANG"	Wed., 18th Mar., at Noon
TIENTSIN via SWATOW, FOOCHOW & W. WEI	"CHIFSHING"	Fri., 6th Mar., at 7 a.m.
TIENTSIN via SWATOW, FOOCHOW & W. WEI	"CHONGSHING"	Thurs., 19th Mar., at 7 a.m.

For Freight or Passage, apply to—

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GENERAL MANAGERS.

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[8]

GLEN LINE.

FARE: HONG KONG TO LONDON—
1st JUNE/1st NOVEMBER ... £85. 10.0.
1st DECEMBER/1st MAY ... £82. 0.0.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Steamship "CARNARVONSHIRE" ... 5th Apr.

Motor Vessel "GLENLUCE" ... 27th Apr.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE" ... 16th Mar.

Steamship "PEMBROKESHIRE" ... 16th Mar.

Steamship "GLENIFER" ... 24th Apr.

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AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:

Freight M.S. "Havel" ... departure 4th Mar.
Pass. S.S. "AARSBUCKEN" ... departure 9th Mar.
Freight S.S. "Aller" ... departure 21st Mar.
Pass. S.S. "COLENZ" ... departure 4th Apr.
† Calling at Algiers. † Calling at Lieben. † Calling at London.
Passenger steamers sailing via Manila and Ports to Genoa,
Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles,
Oran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers
N. CHINA & JAPAN Freight steers.)
Pass. S.S. "COLENZ" ... due here 11th Mar.
Freight S.S. "Franken" ... due here 21st Mar.
Pass. M.S. "FULDA" ... due here 6th Apr.
Freight M.S. "Trave" ... due here 17th Apr.

HONG KONG—NEW GUINEA

Next sailing to HABAUL, Vanapope, Alexishafen & Madang,
S.S. "BREMERHAVEN" on about 19th MAR., 1931.

TO AMERICA AND EUROPE

Round the World s/s "COLUMBUS" leaving Hong Kong on
the 15th MARCH, at 6 a.m. for America and Europe via North
China—Japan—Honolulu—North Pacific Coast—Panama—Havana.

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FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,500 TONS;
THROUGH CARGO
22,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

Cargo for	Through
H.K.	Ports.
British	
Menelaus, Shanghai	0,575
Alipore, Shanghai	50
Hinsang, Singapore	1,882
Sinkiang, Canton	2,830
Koromiko, Samarinda	2,673
	4,245
American	
Pres. Lincoln, Manila	26
	2,018
Swedish	
Formosa, Koshichang	542
	5,169
Japanese	
Mitsunaru Maru, Singapore	1,353
Menado Maru, Hoihow	800
Kinjo Maru, Samarinda	3,200
	5,353
Chinese	
Wong Shok, Kung, Saigon	1,700
	1,700
Total	11,866
	22,021

SHIPS IN HARBOUR.

The following vessels were in port yesterday:-

Wharves:- Kowloon: Ho Sang, Panama Maru, Emp. of Canada, Chemouneux; Ho's: Perseus; Jardine Matheson's: Foshing; C.S.K.: Menado Maru, Canton Maru; Douglas Laprak: Haiyang; Buys:- A1 D'Artagnan, A2 Hei-ya Maru, A3 Menelaus, A4 Tjikarung, A5 Borneo, A7 Tjipanas, A9 Anking, A10 Kinsing, A12 Kulmerland, B2 Chakang, B8 Wing Lee, B14 Sinkiang, B17 Tonkin, B21 Wong Shok Kung, B29 Tinhow, C1 Remyell, C2 Naitangata, C3 Hiraado, C4 Prapant, C7 Hitaga Maru.

CLEARANCES.

March 3.

Alipore, for Singapore.
Chakang, for Swatow.
Chemouneux, for Saigon.
Chichibu Maru, for Shanghai.
Chiphing, for Canton.
Cremer, for Swatow.
D'Artagnan, for Shanghai.
Haiyang, for Swatow.
Hirundo, for Swatow.
Ho Sang, for Amoy.
Kaitangata, for Bangkok.
Kiangsu, for Bangkok.
Menelaus, for Singapore.
Mitsunaru Maru, for Shanghai.
Ninghai, for Canton.
Prominent, for Singapore.
Remyell, for Canton.
Sinkiang, for Swatow.
Wing Lee, for K. C. Wan.

ARRIVALS.

March 2.

D'Artagnan, French str., 9,668 tons, Capt. Malansea, from Saigon, buoy No. A1.-M. M. Mitsunaru Maru, Japanese str., 5,374 tons, Capt. M. Sumi, from Calcutta and Singapore, Kowloon Wharf.-N.Y.K.
Wong Shok Kung, Chinese str., 1,070 tons, Capt. A. Laibovet, from Saigon, buoy No. B21.-Kung Chung & Co.
Hosang, British str., 5,680 tons, Capt. Sneddon, from Singapore, Kowloon Wharves.-J. M. & Co.

March 3.

Alipore, British str., 3,241 tons, Capt. E. P. Lyndon, from Shanghai, buoy No. A6.-M. M. & Co.
Chemouneux, French str., 14,825 tons, Capt. J. Durieux, from Yokohama and Shanghai, Kowloon Wharf.-M. M.
Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A4.-J. O. L.
Kenjo Maru, Japanese str., 1,034 tons, Capt. M. Umehayashi, from Samarinda, Wanchai Anchorage.-Hidaka & Co.
Menelaus, British str., 6,624 tons, Capt. M. H. Probert, from Shanghai, buoy No. A3.-B. & S.
Ninghai, British str., 1,928 tons, Capt. J. Nibbet, from Swatow, buoy No. B3.-B. & S.
Protea, Norwegian str., 1,025 tons, Capt. S. Larsen, from Bangkok, buoy No. C5.-R. Larsen & Co.
Remyell, Norwegian str., 1,420 tons, Capt. C. J. Tenneloss, from Chinwangtao, buoy No. C7.-Dodwell & Co.
Sinkiang, British str., 1,616 tons, Capt. C. H. Jones, from Canton, buoy No. B14.-B. & S.

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

	Arr.	Dep.
British	7	7
American	2	1
Swedish	1	1
Japanese	3	1
Chinese	1	4
Belgian	0	1
Dutch	0	1
Total	14	16

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Hinsang (British)	Calcutta, Singapore	485
Sinkiang (British)	Canton	120
Pres. Lincoln (American)	Manila	174
Menado Maru (Japanese)	Hoihow	73
Total		862

The Ben Line s.s. Benavon from Leith, Middlesbrough, Antwerp, London and Straits is due to arrive here on March 5.

The s.s. Medlenburg, Hamburg-America Line, left Singapore on March 3 at 6 a.m. and is due here on or about Sunday, March 8, at 10 a.m.

BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NXT SAILING
M. V. "TAI YANG"
on MARCH 18th
for
SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO
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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GUILDFORD"	London, Rotterdam & Hamburg	9th March
S.S. "CITY OF CHESTER"	Havre, London, Rotterdam & Hamburg	15th March
S.S. "CITY OF KHIOS"	Havre, London, Rotterdam & Hamburg	19th April

NEW YORK, BOSTON & BALTIMORE.....AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR
ANDREW WEIR & CO.
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BOSTON NEW YORK & BALTIMORE.....AMERICAN & ORIENTAL LINE

M.V. "LAGANBANK"	16th March
M.V. "TAYANBANK"	17th April

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S.S. "TINHOW"	
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Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algon Bay (Port Elizabeth), Mossel Bay and Capetown.
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P. & O., British India Apcar and Eastern & Australian Lines

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TAKING CARGO FOR

STRAITS, JAYA, BUREMA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,273	4th Mar. 10 a.m.	Straits, Colombo & Bombay.
"KHYBER"	9,114	7th Mar. (Mars.)	Edon, Hull, H'g, B'dm. & A'warp
"KHYBER"	9,114	14th Mar. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	21st Mar. (Mars.)	Edon, Hull, H'g, B'dm. & A'warp
"KHYBER"	9,114	28th Mar. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	4th Apr. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	11th Apr. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	18th Apr. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	25th Apr. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	2nd May (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	9th May (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	16th May (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	23rd May (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	30th May (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	6th June (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	13th June (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	20th June (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	27th June (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	4th July (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	11th July (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	18th July (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	25th July (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	1st Aug. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	8th Aug. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	15th Aug. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	22nd Aug. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	29th Aug. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	5th Sept. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	12th Sept. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	19th Sept. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	26th Sept. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	3rd Oct. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	10th Oct. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	17th Oct. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	24th Oct. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	31st Oct. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp
"KHYBER"	9,114	7th Nov. (Mars.)	Mars., L'don, H'g, B'dm. & A'warp

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Kitchener Line Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	24th Mar.	Singapore, Penang & Calcutta
"SANTHA"	7,764	4th Apr.	do
"TALMA"	10,000	18th Apr.	do
"TAKADA"	8,948	2nd May	do
"TILAWA"	10,000	16th May	do
"SANTHA"	7,764	31st May	do

B.L.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st Apr.	Manila, Rabat, Brisbane, Sydney and Melbourne.
"NELLORE"	6,853	1st May	do
"TANDA"	6,956	30th May	do

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	8th Mar. 4 p.m.	Shanghai, Kobe, Osaka & Y'hama
"SANTHA"	7,764	8th Mar. Noon	Shanghai, Kobe & Yokohama
"KARMA"	9,128	9th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
"KARMA"	9,128	14th Mar.	Shanghai, Kobe & Y'hama
"KARMA"	9,128	19th Mar.	do
"KARMA"	9,128	24th Mar.	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	29th Mar.	Shanghai, Kobe & Yokohama
"KARMA"	9,128	3rd Apr.	Shanghai, Kobe & Y'hama
"KARMA"	9,128	8th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"KARMA"	9,128	13th Apr.	Shanghai, Kobe & Yokohama
"KARMA"	9,128	18th Apr.	Shanghai, Kobe & Y'hama
"KARMA"	9,128	23rd Apr.	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	28th Apr.	Shanghai, Kobe & Yokohama
"KARMA"	9,128	3rd May	Shanghai, Kobe & Y'hama
"KARMA"	9,128	8th May	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	13th May	Shanghai, Kobe & Yokohama
"KARMA"	9,128	18th May	Shanghai, Kobe & Y'hama
"KARMA"	9,128	23rd May	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	28th May	Shanghai, Kobe & Yokohama
"KARMA"	9,128	3rd June	Shanghai, Kobe & Y'hama
"KARMA"	9,128	8th June	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	13th June	Shanghai, Kobe & Yokohama
"KARMA"	9,128	18th June	Shanghai, Kobe & Y'hama
"KARMA"	9,128	23rd June	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	28th June	Shanghai, Kobe & Yokohama
"KARMA"	9,128	3rd July	Shanghai, Kobe & Y'hama
"KARMA"	9,128	8th July	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	13th July	Shanghai, Kobe & Yokohama
"KARMA"	9,128	18th July	Shanghai, Kobe & Y'hama
"KARMA"	9,128	23rd July	Amoy, Moji, Kobe & Osaka
"KARMA"	9,128	28th July	Shanghai, Kobe & Yokohama
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M.V. "SHANTUNG"	...	...	Selling about 8th March
M.V. "FORMOSA"	...	...	31st March
M.V. "NANKING"	...	...	12th May
M.V. "SUMATRA"	...	...	30th May

SHANGHAI AND JAPAN PORTS

Steamship	Tons	From Hongkong (about)	Destination
M.V. "FORMOSA"	...	...	Selling about 8th March
M.V. "NANKING"	...	...	24th March
M.V. "SUMATRA"	...	...	24th April

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HIYE MARU ... Thursday, 26th March
HEIAN MARU ... Tuesday, 31st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
HAKONE MARU ... Saturday, 7th March
SUWA MARU ... Saturday, 21st March

SYDNEY & MELBOURNE via Manila & Port
ATSUTA MARU ... Thursday, 26th March

COBAY via Singapore, Penang & Colombo.
KAGA MARU ... Wednesday, 11th March
GENOA MARU ... Friday, 27th March

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
EITO MARU ... Thursday, 8th March

SOUTH AMERICA (East Coast) via Singapore, Cape
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KANAGAWA MARU ... Tuesday, 14th April

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Genoa & Marseilles.
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COLOUTTA via Singapore, Penang & Bangkok.
PENANG MARU ... Sunday, 8th March
HAKODATE MARU ... Sunday, 15th March

SHANGHAI, KOBE & YOKOHAMA.
MURORAN MARU ... Tuesday, 3rd March
HAKOZAKI MARU ... Friday, 6th March
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	D'ARTAGNAN	31st Mar.
	ANGERS	14th Apr.
	FELIX ROUSSEL	28th Apr.
	G. METZINGER	12th May
	SPHINX	26th May
	PORTHOS	9th June
	CHENONCEAUX	23rd June

To Yokohama via Shanghai and Kobe.
ANGERS ... 17th Mar.
FELIX ROUSSEL ... 30th Mar.
G. METZINGER ... 13th Apr.
SPHINX ... 27th Apr.
PORTHOS ... 11th May
CHENONCEAUX ... 25th May
ATHOS II ... 8th June
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